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MARCH 1956

For The Average Enthusiast

PUBLISHED 1'6 MONTHLY

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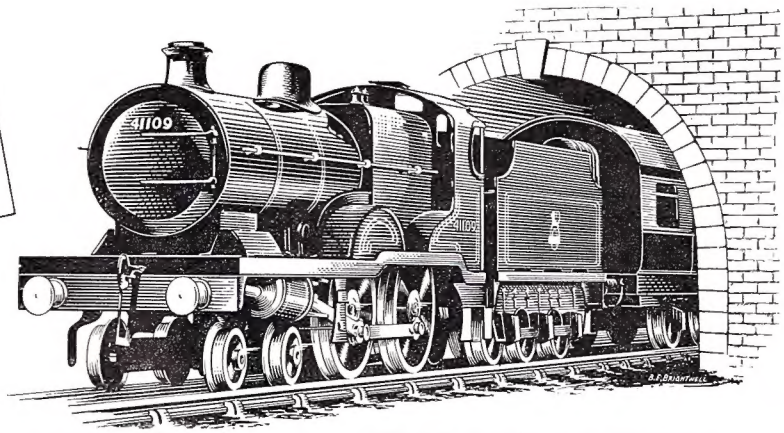

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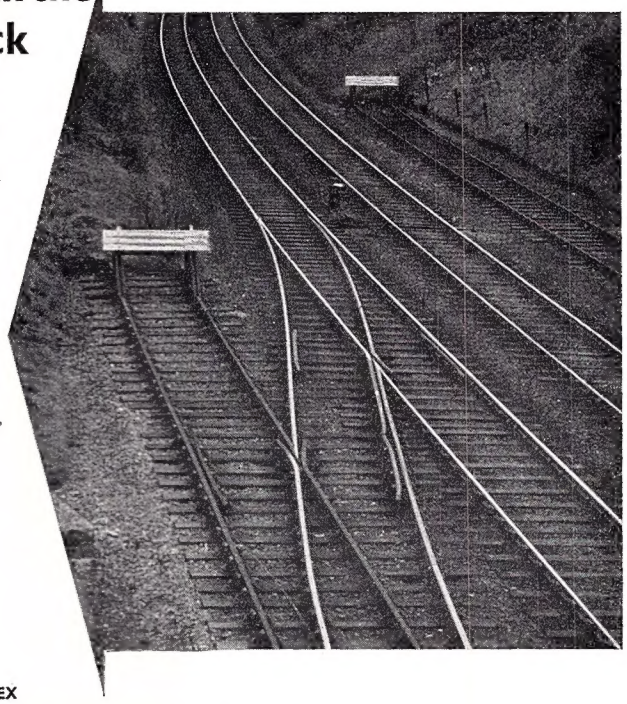

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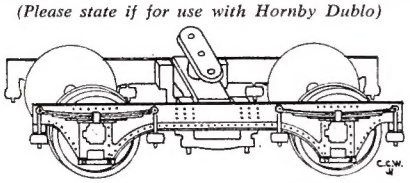

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RAILWAY MODELLER

For the Average Enthusiast Specializing in Small Scale Railway Modelling

VOL. 7. No. 65. MARCH 1956

Managing
S. C. PRITCHARD

Editor
C. J. FREEZER

Advertising
C. HOWE

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BACK NUMBERS

Back numbers of most issues of the Railway Modeller from November 1951 are available, price 9d. each plus postage (3d. first copy, 1d. each additional copy). We regret that certain issues are now out of print, while stocks of many others are low.

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NEXT MONTH

We present our enlarged Model Railway Exhibition number ; for further details see page 54.

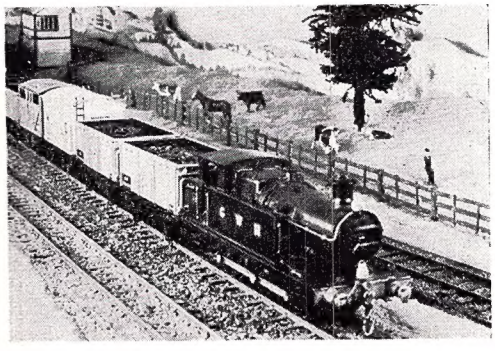
THE LOBBY

THE RAILWAY MODELLER has always catered for the enthusiast who must build his layout in a restricted space, and this issue gives further examples of how this can be done. This, however, will be the last issue devoted exclusively to this special subject, not because we are abandoning this policy, but rather because we have so far succeeded in our aim that it is now accepted that anyone with sufficient determination can have a working model railway, no matter how restricted his site.

Three actual systems are described in this issue, each tackling the problem in a different fashion. The first is the Wright Lines, a simple oval test track surrounded by realistic scenery ; the second, Larpool to Easington, utilizes every inch of space in a suitcase type layout ; Tregunna, the third, is a conventional small " L " layout in an unconventional site—a site, moreover, which exists in many houses but is usually disregarded as being too small. Finally, we have a reminder of the Charford Branch, described last April, a layout which lives, with its owner and his family, in a caravan. It will thus be seen that in " OO " gauge a small but satisfying layout can be built.

We have emphasized " OO " gauge deliberately, for we find that many people imagine that the only answer to lack of space is a smaller scale. Unfortunately, neither " OOO " nor " TT " appears as yet to have emerged from the pioneer stage, in that a reasonable range of components and finished equipment is not available through trade channels, so that the intending modeller must be sufficiently skilful to construct his own equipment, which, because of its small size, is more difficult to build than the comparatively larger " OO " models. This introduces a paradox. The scale has been reduced solely to get a comprehensive *working* layout, yet, because everything must be hand made in the home workshop, many years may elapse before even a skeleton train service can commence. Therefore, as we see it, a simple " OO " layout is the best solution to the space problem.

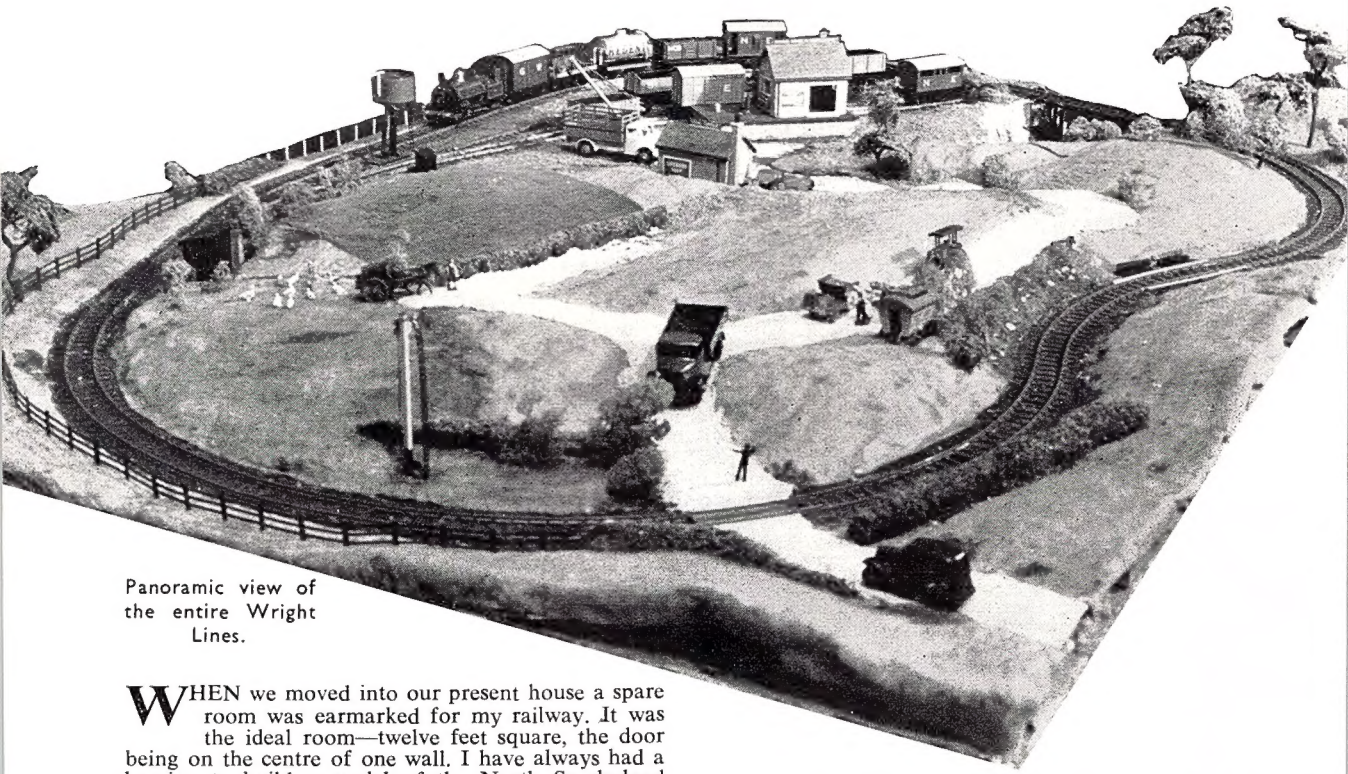
COVER PICTURE



Side-tank loco No. 52 trundles the local goods up the 1 in 100 past Charman's Bridge junction on the North Devonshire Railway. This loco is made from an Essar taper boiler casting detailed in a similar manner to the Graham Farish King described in the January and February issues.

The Railway of the Month

THE WRIGHT LINES



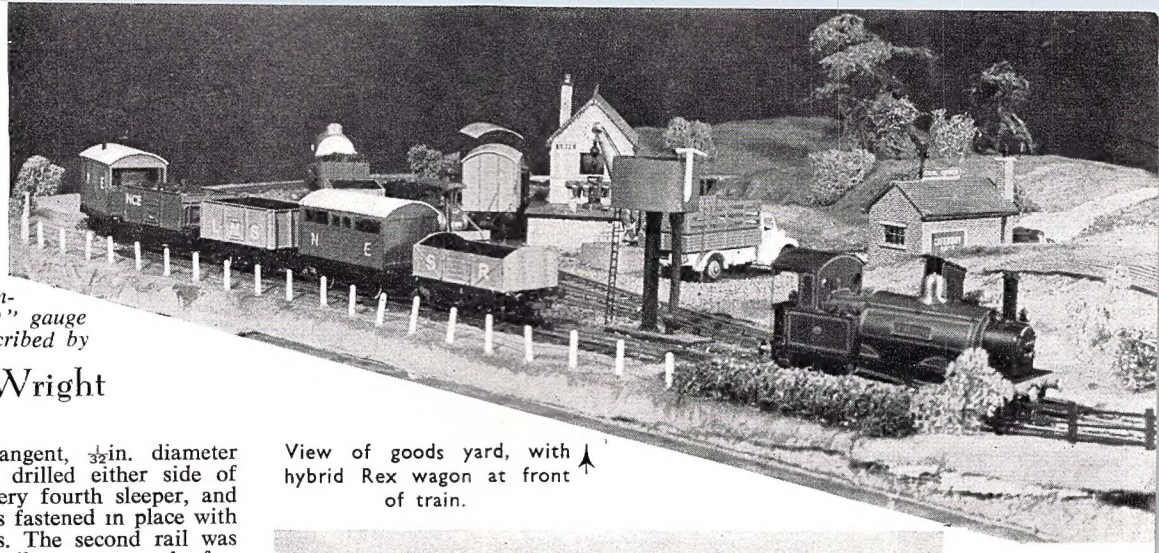
Panoramic view of the entire Wright Lines.

WHEN we moved into our present house a spare room was earmarked for my railway. It was the ideal room—twelve feet square, the door being on the centre of one wall. I have always had a longing to build a model of the North Sunderland Light Railway, which ran from Chathill, on the main Newcastle-Edinburgh line, to the fishing town of Seahouses four miles away on the Northumberland coast. Here was my chance! The line was planned, the trackwork for Seahouses station was built and laid, the engine shed and goods depot were completed and the passenger station was well under way. Some Graham Farish suburban coaches were cut down and made into six-wheelers to form the branch train. At this stage our baby daughter came on the scene, so the railway room was commandeered for conversion to a nursery. Like the prototype, the model N.S.R. was closed, the track was lifted and the stock disappeared. I wasn't beaten though! I was still determined to have a small layout, even just a test track, so that I could keep my saddle tank loco, "Evelyn," in perfect condition. Several ideas were planned, considered, and duly scrapped. At that time, Ratio introduced their framework kits, so three of the smaller size were obtained, enabling a baseboard 3ft. by 4ft. 6in. to be assembled. Covered with ½in.-thick Celotex, these units were the basis of my plans. I originally intended them to be portable, bolting together when I wished to run a train, but I finally decided to screw them together permanently. Even so, the line is not too unwieldly and can be carried from room to room quite easily.

Using the surface of the baseboard, I drew out, full size, various track formations. Conditions which I wanted to fulfil were:

(1) Curves to be of 1ft. radius.
(2) Points to be of No. 5 type (approximately 3ft. 6in. radius).
(3) The track to be suitable for continuous running.
(4) Interest to be added to the layout by means of a small goods yard.
(5) The layout to be non-symmetrical, so breaking away from the usual oval type of track.

The plan of the line shows the final design chosen. Such a line as this was, I thought, worth of true-to-type trackwork; the small amount of track should be well made and look right, as in such a small area onlookers' attention tends to focus on minute details more than in a large layout. Several types of track were tried, but finally I adopted a mixture of various types. Peco ballast units were cut and glued to the baseboard, roughened, and then stained with diluted Indian ink. Nucro sleeper strip was then laid on to the base so formed, and temporarily pinned in place. Peco nickel-silver flat-bottom rail was then laid, also being pinned for the moment. When I was satisfied that the rail and sleepers were true, either as curves

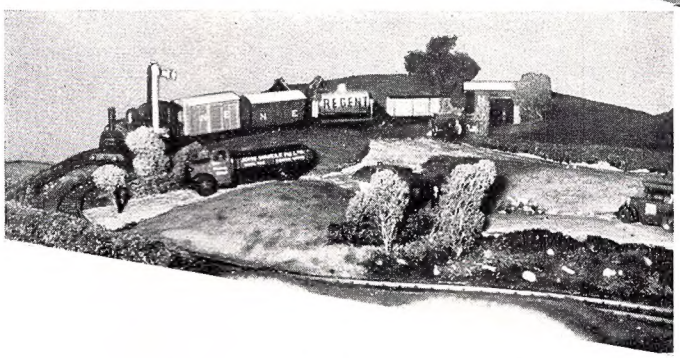


A minimum-space "OO" gauge system described by

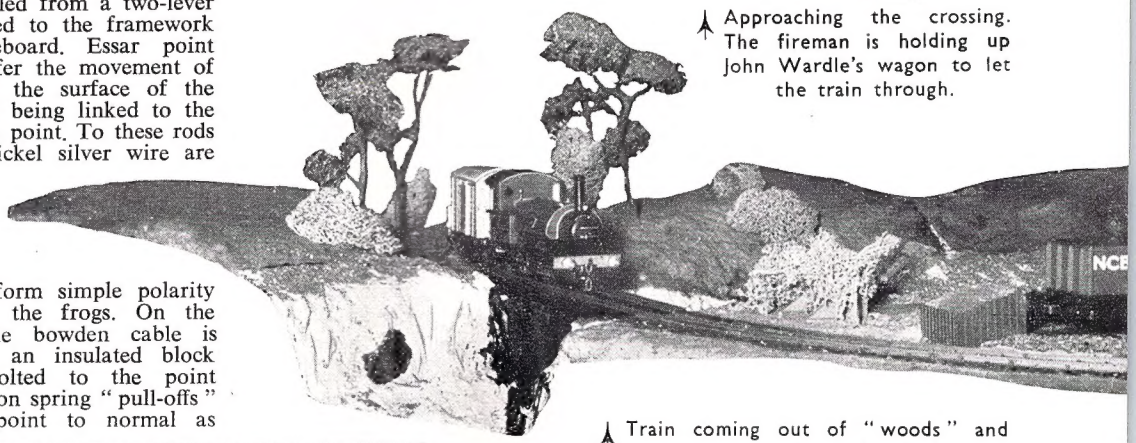
Alan Wright

View of goods yard, with hybrid Rex wagon at front of train.

or as a tangent, $\frac{1}{32}$in. diameter holes were drilled either side of the rail every fourth sleeper, and the rail was fastened in place with Peco spikes. The second rail was laid in a similar manner and, after final gauging, the intermediate sleepers were drilled and the rail spiked down. Joints between rails were made with Peco rail joiners, and Peco cast frogs were used on the points. When all the track was laid, the electrical connections were made and soldered to the various rails. Test running then began, and continued until I was satisfied that the track was as smooth as possible. Bowden cable is used for point operation as shown in the sketch, both points being controlled from a two-lever frame fastened to the framework of the baseboard. Essar point rockers transfer the movement of the cable to the surface of the Celotex, rods being linked to the tie-rod of the point. To these rods lengths of nickel silver wire are



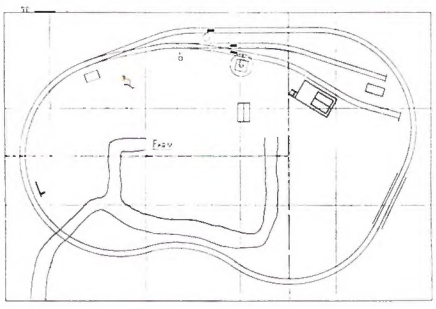
Approaching the crossing. The fireman is holding up John Wardle's wagon to let the train through.



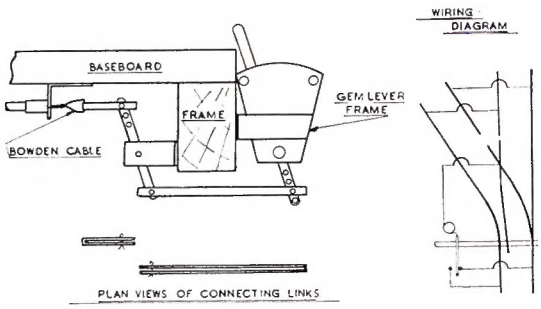
soldered to form simple polarity switches for the frogs. On the underside the bowden cable is anchored to an insulated block which is bolted to the point rocker. Tension spring "pull-offs" return the point to normal as

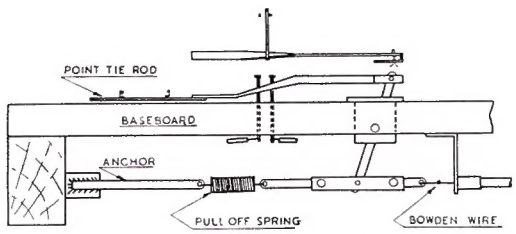
Train coming out of "woods" and crossing over the timber viaduct.

The goods yard from the approach road. Fencing, etc., still to be added.

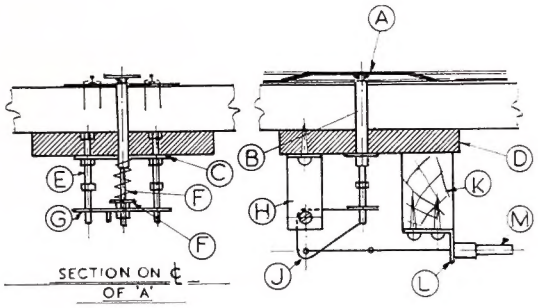


Plan of the Wright Lines. Scale: $\frac{1}{2}$in. = 1ft.





ARRANGEMENT OF POINT CONTROL

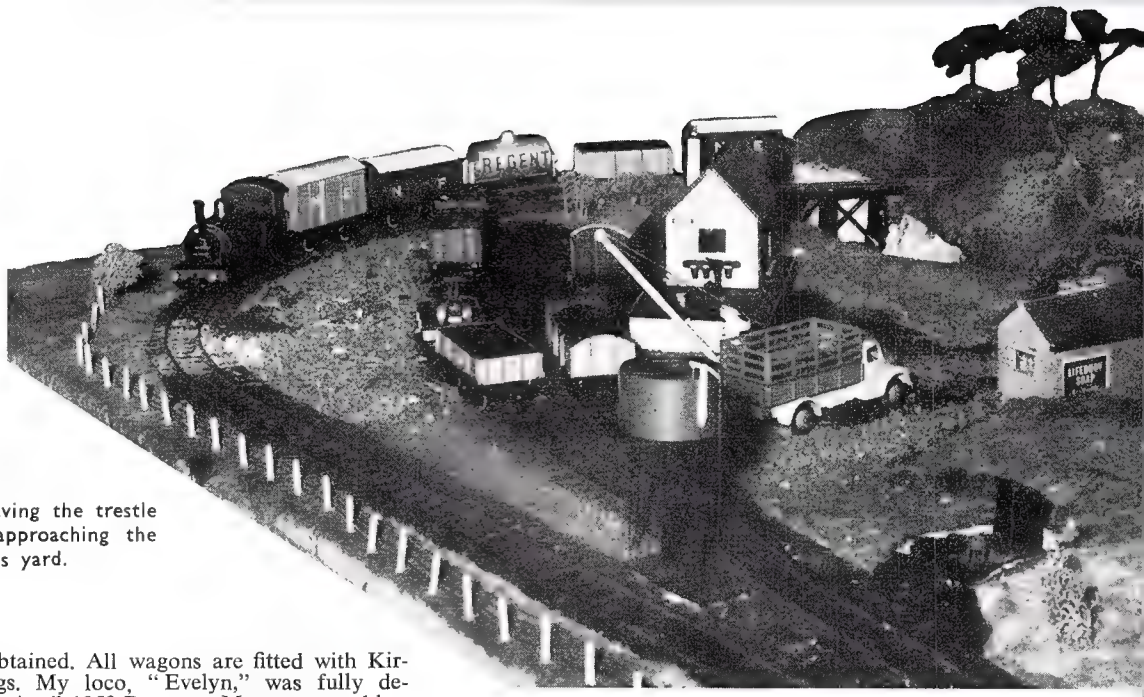


SELF RETURNING UNCOUPLING RAMP MK II

soon as the operating lever is released. As I do a good deal of running over the club layout of the Tyneside Society of Model and Experimental Engineers, the couplings on my loco and rolling stock are of the Kirdon type to match up with the Lanal coupling which has been adopted as the club standard. I required a simple yet positive uncoupling ramp to suit these units, but as the collectors on the tyre backs of my loco are very low slung I wanted an uncoupler unit which would snap back flush with the baseboard when out of use, so avoiding any accidental damage to the collectors. After much experimenting, the type shown in the drawing was evolved. Made from Juneero strip, the ramp A is soldered to an 8 B.A. lifting rod. This passes through a fine brass tube, B, which is soldered to the base-plate (again Juneero strip) C. This tube prevents the fibres of the Celotex gripping the threads of the lifting rod and so hindering its freedom of movement. The base-plate is secured to the plywood block D by two lengths of screwed rod E. On these rods the loose nuts form check limits. A spring F is held in place by the washer F and a nut. Juneero strip is used for the check plate G, which is locknutted into position, so preventing the ramp twisting during operation. An operating plate J carried between two side carriers H presses against item G. The bowden cable is looped through J, soldered, then threaded into its outer casing M, which is supported by the bracket L. In my case I have secured the other end of the bowden cable to an old wireless push-pull switch. When the knob is pulled out, the operating plate lifts the ramp assembly until the plate G is stopped by the limit checks. These nuts are adjusted until the ramp is level and at the proper operating height. Releasing the knob allows the spring F to return the ramp to its " out of action " position. The unit can be fitted in any direction under the baseboard, and need not be in line with the direction of the track. These quickly made and installed units have given absolutely no bother since they were installed. I have sited the uncoupling ramps in the sidings just clear of the " fouling points " ; that is, wagons left uncoupled above the ramps do not foul vehicles being moved on the adjacent line.

Naturally, such a small layout as the " Wright Lines " would be unattractive without scenery, so I have attempted to give just a general scenic picture rather than a fully detailed replica of typical English countryside. To form a framework for the hills, I bought a sheet of $\frac{1}{8}$in. expanded metal lathing from a builders' merchant. A sheet 9ft. by 3ft. costs only 7s. 6d., is easily worked, and when given occasional support is very strong. The metal was screwed to blocks of wood at the outer edges of the layout, and laced to the Celotex with copper wire where I could not get screws in the centre of the board. Once I had the metal in place, the slight television interference set up by the railway was stopped ; evidently the metal has blanketed the signal transmitted by the loco. Bandage soaked in a creamy " mess " of plaster of paris was laid over the mesh, then some more of the plaster mix was poured over the bandage to key it to the metal. White lint was glued over the plastered bandage, and the effect of grass was gained by spraying with grass-green dye. The roadway (still to be surfaced) was built from P.P. (it is a really useful commodity), as was the ravine side (also to be finished). Several trees were made on the P.D. Hancock style, and I have found the Welsh moss sold by the Talyllyn Railway Preservation Society ideal for shrubs and bushes. Hedgerows are formed from dyed loofah sprinkled with Modelgrass, while Slaters and Gem plastic fencing has been used to good effect. A further household removal in the near future has put a stop to the scenic work. I do not want to spend time creating hedges, trees, etc., when they may be damaged in the furniture van. Level-crossing gates have also to be added and the signal has to be connected up, so enabling the fireman to resort to his proper duties instead of holding up John Wardle's lorry! Mastermodels platelayer's cabin and watchman's hut cover the polarity switches at the points, and are made removable to allow for switch adjustments. A small goods shed and coal office, along with an S. and B. yard crane, provide the freight facilities. A derelict passenger station (a relic from the line's supposedly prosperous days) has also to be built, along with a small farmstead.

Rolling stock is built from the excellent Rex kits, an interesting truck being a S.R. " round end " open wagon built from low wagon sides and high wagon ends. In one case a Tri-ang wagon has been rebuilt on to a spare Rex underframe. The flat truck is a similarly rebuilt Graham Farish vehicle. Wagons are all painted with Reeves oil paints, a pleasing finish



The train leaving the trestle bridge and approaching the goods yard.

being thus obtained. All wagons are fitted with Kirdon couplings. My loco, "Evelyn," was fully described in the April 1953 RAILWAY MODELLER and has given perfect service, both on my own line and on the Tyneside S.M.E.E. line during exhibitions. The loco reflects the careful and beautiful work put into her construction by Mr. Reynolds.

Electric supply is taken at 250 volts A.C., a transformer and rectifier screwed to the underside of the baseboard giving an output of 12 volts D.C. at the controller terminals. The Shenphone controller is attached to a wander lead so that observation of the line in operation can be made from any point round the table—a very useful factor during the test runs after track laying.

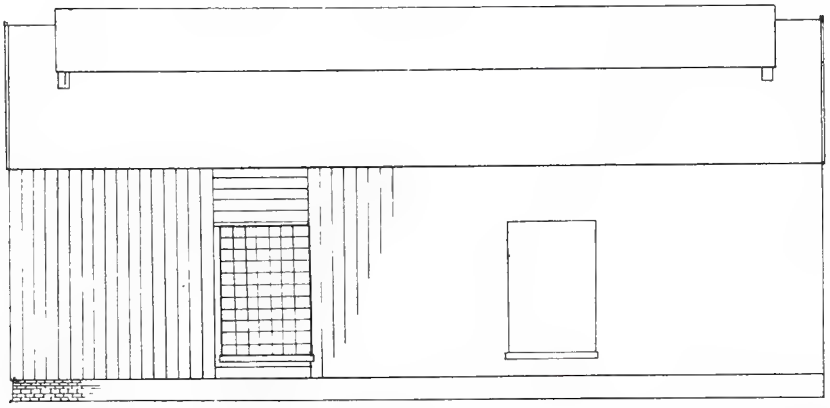
Such then is the story of my small railway. Much work has been done, but much more is required to finish the line. (Is a model railway ever finished?) Its construction and operation have given me great pleasure, but in no way could have been undertaken without the co-operation of my wife, who had to put up with all sorts of mess around the house, and with items of scenery and rolling stock decorating the living room while being built. I must also thank Mr. Reynolds, of Tyneside S.M.E.E., without whose guidance and help the "Wright Lines" would never have reached the high standard of reliability now present. I hope the description of the line will help the "short of space" modellers to see that it is possible to build a small line upon which suitable locos and rolling stock can be operated in a true-to-type manner.

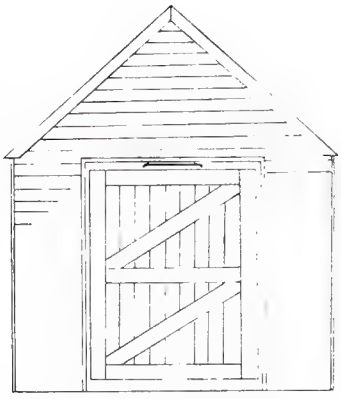
Shunting in progress. The ploughed field is made from a piece of corduroy.

***Do It Yourself!* No. 3**

A TIMBER LOCO SHED

by John Harrison





THIS may be constructed by the same means as the wooden station building described last month, but since it is a very difficult structure to brace adequately plywood is preferable to balsa ; the latter will almost inevitably warp. For a detailed discussion of the " track-straddling " type of building the reader is referred to *Miniature Building Construction.* Since the prototype may more likely be creosoted or tarred rather than painted (apart from the door end, for which a begrimed cream is quite effective), a real wood finish looks better than scribed card. This can be obtained by cutting $\frac{1}{16}$in. balsa for the overlay, so that the grain runs vertically, and scribing parallel with the grain. (Door end planking is horizontal.) An even better effect is given by $\frac{1}{8}$in.$\times\frac{1}{16}$in. stripwood cut into planks. About thirty feet is needed—fortunately it is not dear—and the cutting and trimming call for no little patience, but the result looks very good. Note that the planking on sides and blank end ceases above ground level, there being a brick or stone foundation of building paper glued to the basic box.

Nothing resembles creosote as closely as does creosote. If you object to the smell, any stain that dries flat should serve, but gloss should be very definitely barred. At a pinch flat black will pass, but too much of it around a layout looks a bit depressing.

A suggestion for a door is given. This may be of card layers, framing on the inside. In the prototype, twin doors would be less cumbersome, and may well be preferred. Quite serviceable hinges can be made of bent pins, or linen glued to door and frame. The coward's way is to glue the doors in the open position.

This is an elastic design. As drawn it will accommodate a tank engine, with room for stores as well. With fifty per cent added to the length there would be room for most tender types, and two can be built together as a two-road shed. Smoke jacks—they come in all shapes and sizes—may be substituted for the clerestory roof.

If track on a raised roadbed—such as Hornby Dublo—is used, the height of the doorway may need to be increased.

A final word to the fastidious. In the prototype the vertical seams would be covered with 1in. beading. An inch in 4mm. scale is 0.33 recurring of a millimetre—and the best of luck!

THE MODEL RAILWAY EXHIBITION

Easter is early this year, and so the April RAILWAY MODELLER will have been on sale for only three days before the Model Railway Exhibition. We should like to take this opportunity of reminding our readers that this, the largest of all amateur shows, will be held, as usual, at the Central Hall, Westminster, from Tuesday, April 3, to Saturday, April 17, from 10.30 a.m. to 9 p.m., except on the opening day, when the doors will be open at 12 noon.

As is our custom, we shall be including a preview of the show in our enlarged April issue, which will have on its cover a superb colour plate depicting a scene on our Railway of the Month, Cyril L. Fry's famous Irish International Railway and Tramway System. This line has been considerably enlarged since it was last described, and now depicts practically every feature of importance in Ireland's transport history, as well as many fine models covering the best practice from the world's railways.

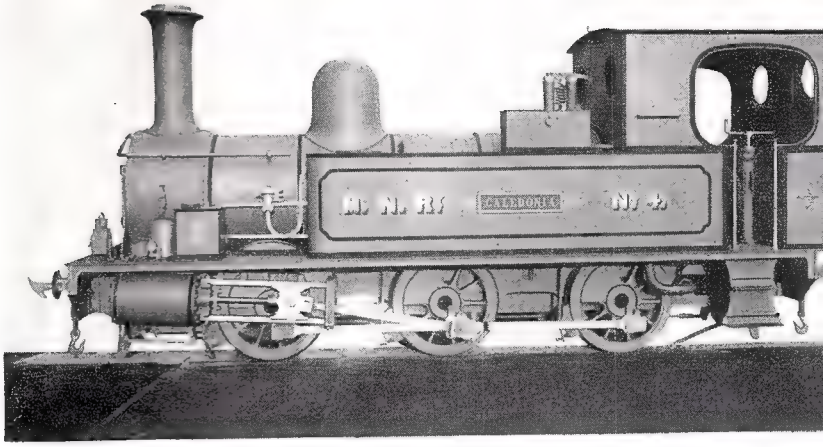
The usual RAILWAY MODELLER features will be included, so do not fail to reserve your copy. The January issue sold out within a week of publication, and many would-be readers were unfortunately unable to obtain copies. The demand for next month's issue is certain to be greater than ever, so place your order now.

MANX NORTHERN RAILWAY

0-6-0 T.

"CALEDONIA"

Drawing by N. S. C. McMillan



M.N.R. No. 4, "Caledonia."

Built by Dübs Co. 1885.
Coupled wheels, dia. 3ft. 3in.
Cylinders (2) 13in. x 20in.
Tubes 130 : $1\frac{5}{8}$in. dia.
Heating surface :
Tubes, 486 sq. ft.
Firebox, 51 sq. ft.
Total, 537 sq. ft.
Boiler diameter, 3ft.
Working pressure, 140 lb. sq. in.
Water capacity, 480 gallons.
Coal, $1\frac{1}{2}$ tons.
Weight in working order, 27 tons.
T.E. at 85% pressure, 11,120 lb.

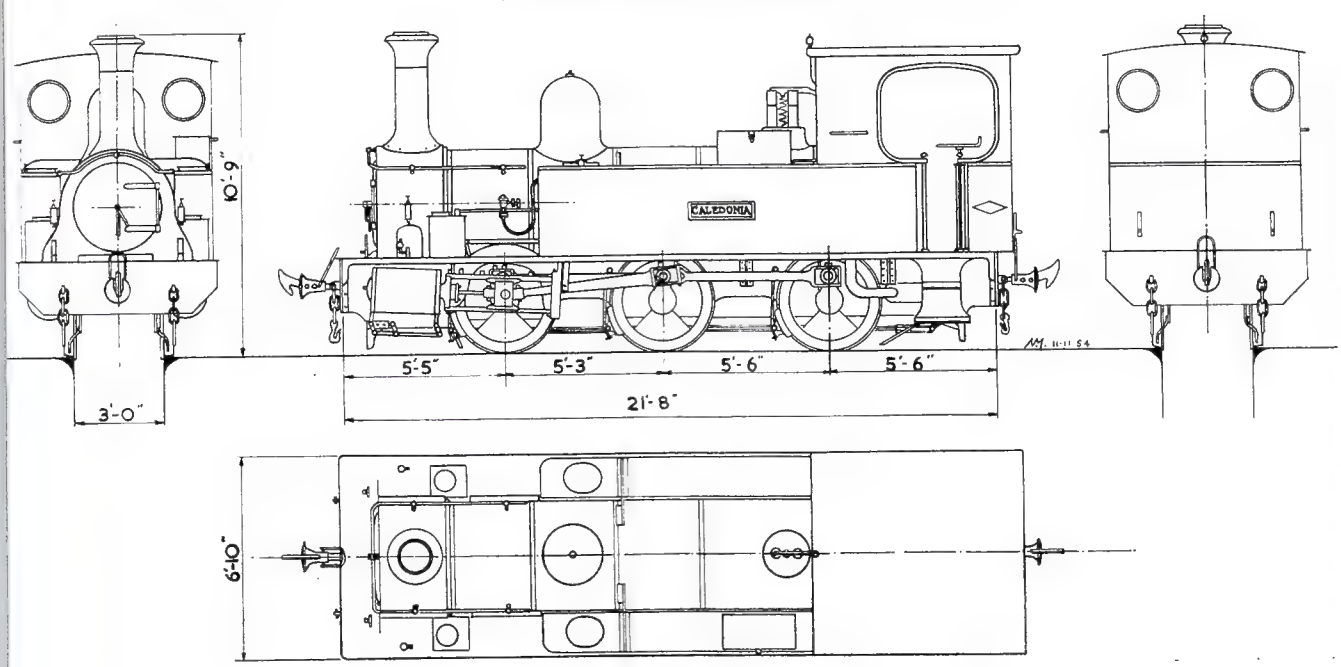
"CALEDONIA" is the only 0-6-0 tank on the Isle of Man, all other locomotives being 2-4-0 tanks. It is also the island's most powerful locomotive and was originally constructed to work the Foxfield ore traffic.

Our photograph shows it in its original condition, in the M.N.R. livery of Tuscan red, lined black and vermilion. Ian McNab's *Isle of Man Railway* states that the chimney cap was polished.

As traffic on the Foxdale branch did not reach expectations, "Caledonia" was something of a white elephant, so when the Snaefel Mountain Railway was built she was let on hire to the contractor, who not only had to lay a third rail (the gauge of the mountain railway being 3ft. 6in.), but no doubt had many anxious moments with the locomotive on a 1 in 12 ruling gradient.

The M.N.R. was taken over by the Isle of Man Railway in 1904. "Caledonia" became No. 15, received brass numerals on the chimney, and appeared in the I.M.R. livery of bright green lined black with a fine vermilion line each side.

Immediately before the war "Caledonia" was used extensively to haul spoil trains from Foxdale, as it was found that the slag from the lead mines made excellent foundations. In winter, fitted with a wedge plough, "Caledonia" is used on snow clearance.



The size of the layout when closed is emphasized by this picture, especially as the young lady (the original cause of the whole scheme) is decidedly petite.

How I Built

A RAILWAY IN A CARRYING CASE

The story of the Larpool and Easington

by J. A. Patmore

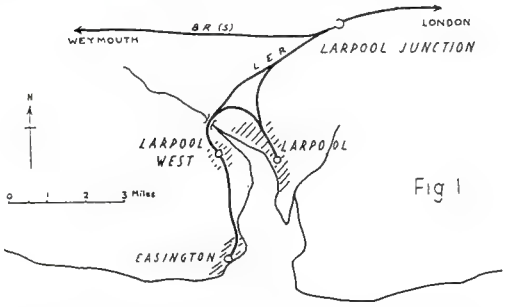


Fig 1

The imaginary location of the line on the Wareham—Weymouth section of the Southern Region.

NO space, no time, no cash, or strictly limited quantities of each, are only too often the modeller's lot. We gaze with unconcealed admiration at layouts with vast quantities of track, where numerous trains pursue their intricate and lengthy courses, and then turn with a sigh to read once again the article on "Another Minimum-space layout."

My first effort was an ambitious layout with a large through station, but this was never completed, as my absence first at university and then in the Forces strictly limited the time I could devote to it. What finally led to a complete reappraisal of the whole situation, though, was my engagement, and a realization that once married my time would be even more limited, and that if I wanted a layout I had just about a year left to finish the basic work!

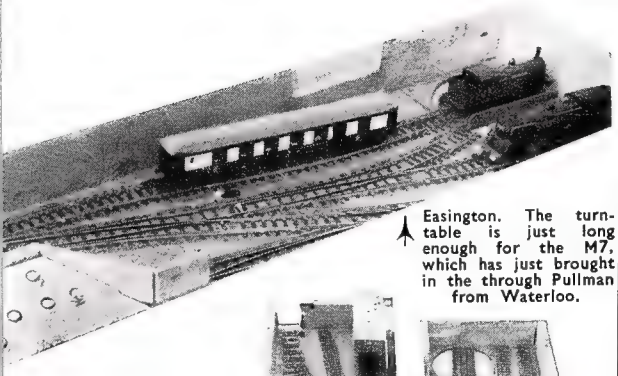
I had learned much from my earlier efforts, and so I planned the new scheme thoroughly on paper before I started work. The basic requirements were fairly stringent. The whole thing had to be highly portable and in minimum compass if it was to be accommodated in my present digs, it had to be both quick and cheap to build, and above all it had to be capable of eventual expansion, and yet complete in itself. The scheme I have adopted is, I know, far from everyone's ideal, but I think the story is worth telling if only to encourage those in a similar position to myself with limited resources of time, skill, space and cash. The work has given me real fun, and some measure of satisfaction, and that I feel is the justification for any hobby.

Coming now to the details of the scheme, it seemed fairly obvious that a branch line was the only feasible solution if any real semblance of prototype working was to be retained. This case became even stronger when I realized that such a branch could eventually be incorporated in a much larger layout with reasonable ease.

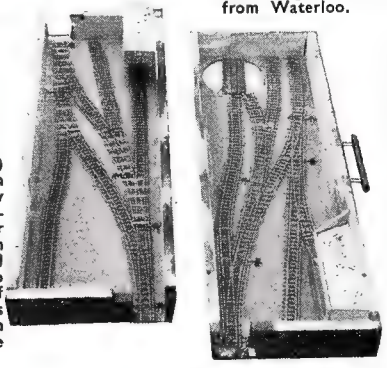
The variations on such a theme are numerous, and I sketched several plans before I decided that the present one best fitted my ideas. Extreme portability was essential, and I designed the two stations so that they would fit one on top of the other to form a closed box. The dimensions of the box were the subject of considerable experiment, and I eventually found I could get what I wanted in the compass of three feet by one foot by six inches.

The imaginary prototype location can be seen in Fig. 1. The port of Larpool, on the south coast, is of considerable antiquity. At the dawn of the railway era, however, it bade fair to join many others in complete decline, for considerations of topography dictated that the main coast line of the L.S.W.R. should pass well to the north. The local townspeople soon saw their disadvantage, however, and pressed strongly for a branch to be built to the town. When their request was refused, they formed their own company, and built the line from Larpool junction to Larpool. In return for the use of the L.S.W.R.'s facilities at the junction, the company granted limited rights for through trains to be run to Larpool, and for these to be worked throughout by L.S.W.R. engines. This short line was the height of the Larpool Railway's ambition until the present century. By then the small town of Easington had become quite a fashionable resort, but any real development was hindered by lack of adequate transport. Accordingly the Larpool Railway promoted an extension along the coast, with a triangular junction for through running to the main line. A similar arrangement to the earlier one was made with the L.S.W.R. for these through trains, though the Larpool and Easington has maintained complete independence to the present day. Larpool is now a flourishing small port and service town for the neighbouring area, and some light industries have been established, particularly in the area served by the station of Larpool West. Easington is still a small resort, with a considerable dependence on Larpool for shopping and entertainment facilities, but with a little industry to balance its otherwise limited functions. If all that sounds a little detailed and tedious, it is the inevitable result of teaching geography to earn my bread and butter!

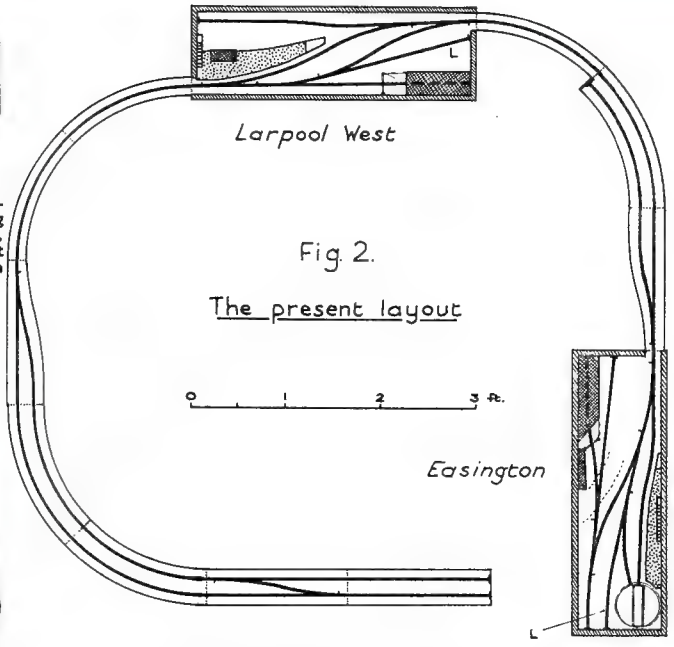
However, let us see how this works out in practice on the layout. The section from Larpool West to Easington is modelled, and the station layouts, though cramped, are interesting to work with the short trains that are the inevitable order of the day. At Easington, the maximum length of runround is obtained by the use of a turntable in Isle of Wight fashion. This is



Easington. The turntable is just long enough for the M7, which has just brought in the through Pullman from Waterloo.



Larpool West (left) and Easington (right). This view shows the two stations in their present state, with track laid and wired, but no scenery. None of the wiring is visible, even though it is all laid above the base.



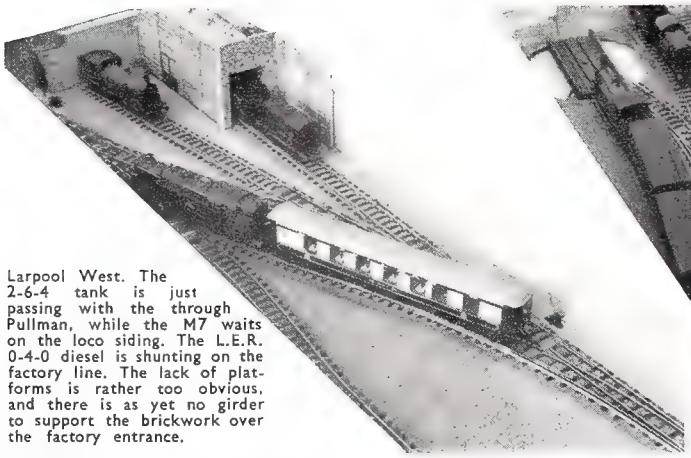
large enough to accommodate engines up to 0-4-4 tank or 0-6-2 tank size, or all normal branch types. Neither here nor at Larpool West is an engine shed provided, as the depot is supposed to be at Larpool. This lack is governed not only by space, but also by the fact that an additional building would make the space look even more cramped. At both stations, however, the siding marked L is used for housing engines, and is provided with a standpipe. At Easington, goods traffic is catered for by a single siding, while an additional siding serves a factory which at present manufactures agricultural machinery. One siding here would have given a greater effective space for wagon storage, but two sidings with different purposes were preferable from an operational interest point of view. The care needed in planning a layout of this size is well brought out in the head-shunt to these sidings, which had to be long enough to serve its purpose, but as short as possible to give the greatest effective length to the sidings. It actually just holds an 0-6-0 tank and one wagon! The long siding parallel to the main line was actually an afterthought, but a very useful one nevertheless. It not only provides much-needed storage space, but enables trains too long for the run-round to be handled if used to hold a shunter. This is useful in the "season," when through trains of two Pullmans (luxury indeed) may be seen on the branch.

The layout at Larpool West is straightforward. The loop has on one side a single long (by L.E.R. standards) siding for goods traffic and storage, and on the other a line to a factory (food products this time) and a loco siding. Beyond Larpool West, the line ends in a loop for remarshalling. With the Editor's oft-repeated and invaluable dictum in mind, the majority of points are of three-foot radius, though some had to be two-foot to squeeze the required facilities in. The absolute minimum radius is twenty-two inches, and this imposes no undue limitations on stock.

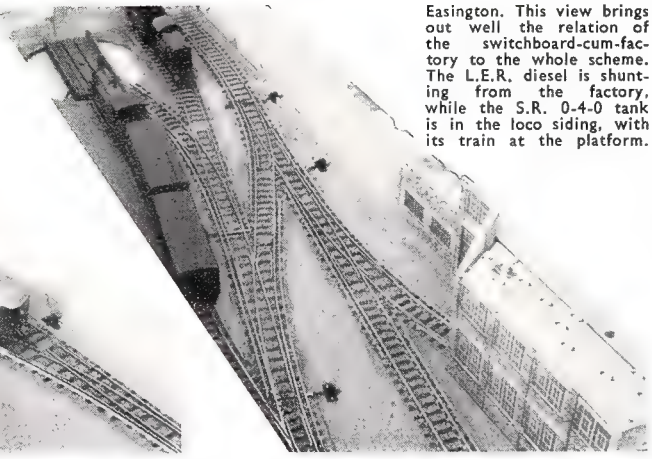
So much for the ideas behind the layout, and the translation of those ideas into a workable plan. Lastly, let us look at progress to date, for sufficient has been done to see how the completed scheme will work. The first thing to be made was the box holding the two stations, and consisting in effect of two trays bolted together. Each tray has as its base a single piece of five-ply, and walls of timber 3in. by 1in. These walls not only form the box sides but provide adequate bracing. They are half-jointed at the corners, with suitable openings cut for the tracks. The only tricky operation was drilling through the sides to make the holes for the four six-inch coach bolts which hold the two trays together to form the box. It wouldn't have been too bad if I'd had a vice! The outside of the box was stained, and a handle added: it looks almost neat in the dark recess on top of the wardrobe.

The floor of each box was then covered with $\frac{1}{8}$in. thick sheet cork, both to give silence in running and to provide an easily worked material on which to build the layout. The actual track is a very heterogeneous collection from various sources, and considerable care was taken to see that all ends were at the same level. The whole is electrified on outside third—I can hear many cries of horror, but there is a very real reason behind this. Practically all my existing stock was three-rail, as was much of the available track. Centre third was out from the appearance point of view, and stud contact not feasible because there could be no under-baseboard wiring. So outside third it was, and in mitigation I can always plead that this is a branch of the Southern as far as running powers go, and that an electric railcar is on the stocks! Heresy unbounded, but, as I said, I do have fun!

The wiring presented quite a problem, as I wanted to keep the outside of the box—the underneath of the baseboard—free from excrescences, and with some nineteen sections in the two stations the necessary wiring was quite extensive. It swallowed no less than nine yards of wire in Larpool West alone. I seem to hear voices murmuring sadly that it would have been easier in two-rail. There was also the problem of where to put the actual switchboards for each station, for the plan left little room, as can be seen. My eventual solution, which seems to have met most of the snags, is as follows. The actual wiring to each section is inset into the cork, and as far as possible follows the outside of the base, where it is easily



Larpool West. The 2-6-4 tank is just passing with the through Pullman, while the M7 waits on the loco siding. The L.E.R. 0-4-0 diesel is shunting on the factory line. The lack of platforms is rather too obvious, and there is as yet no girder to support the brickwork over the factory entrance.



Easington. This view brings out well the relation of the switchboard-cum-factory to the whole scheme. The L.E.R. diesel is shunting from the factory, while the S.R. 0-4-0 tank is in the loco siding, with its train at the platform.

accessible. When laid and tested it was covered with plastic wood, and is now virtually invisible even before the scenic work is completed. If faults should develop, it is fairly easy to strip out the offending cable, as the plastic wood does not adhere closely to it—this point was carefully proved by experiment. Thus a repair, which in any case is unlikely, can be effected with no more trouble than relaying the wire in plastic wood, and possibly adding the necessary touch of paint.

The actual switchboards were housed in the factories—hence the highly industrialized nature of the line. Bilteezi cards were used, mounted on reinforced balsa sheet. The lower storey of this factory is sufficiently high to allow rolling stock to pass inside, and both sidings represent a completely covered loading bay. The upper storey, which overhangs the track, contains a desk type switchboard of Formica, with switches appropriately mounted on a track diagram. The actual switches are very tiny, and of foreign manufacture, with the additional virtue of being extremely cheap. They are perfectly efficient, and were bought from the local radio shop. The wiring from them is taken to a tag strip, and thence to the various sections. Thus I have adequate switch-gear, which uses no space required for trackwork. The lead from the controller is taken in at Easington, and a main power cable runs the length of the layout. This will enable the branch to be wired as a separate entity if and when it becomes part of a larger layout.

The turntable is a simple hand-operated affair in wood, with the current led in by means of spring contacts underneath. All points are also hand-operated, as there is no space for solenoids. This is no drawback, as all points are within easy reach of the control panels on a layout of this size.

The "main line" trackage consists of hardboard bases, with flat-bottom track laid directly on them. Alignment of the track is secured by the use of Peco rail joiners, while mechanical strength is given by a 6 B.A. bolt as shown in Fig. 4. The current is fed through by a simple plug and socket. Section switches are mounted directly on the base which they control. This is admittedly not quite as convenient as mounting them on a central switchboard, but was done to avoid a multiplicity of electrical connections across each join, for simplicity is essential in a layout of this nature. All these bases pack one on top of the other into a very small space; they are packed into another case with the controller and rolling stock.

The Larpool and Easington is a very long way from being a masterpiece, and is no expert's layout. It has, however, shown that a plan with sustained interest is possible in an overall space of 7ft. by 6ft. 6in., and that for transport a box 3ft. by 1ft can contain two interesting stations, while all the remaining material for the layout can be packed into a single additional case. It need not take too long to build, it costs comparatively little, and it can eventually become a valuable part of a larger layout. It is certainly giving me a great deal of pleasure, and if this account has given some food for thought to another tyro beset by the same problems as I was it will have more than served its purpose.

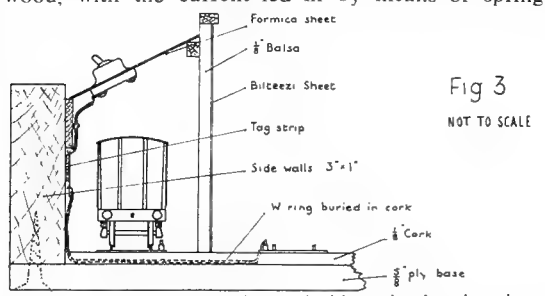
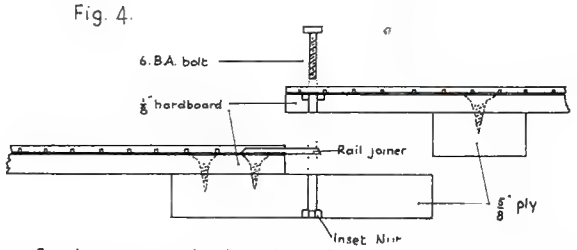


Fig 3
NOT TO SCALE

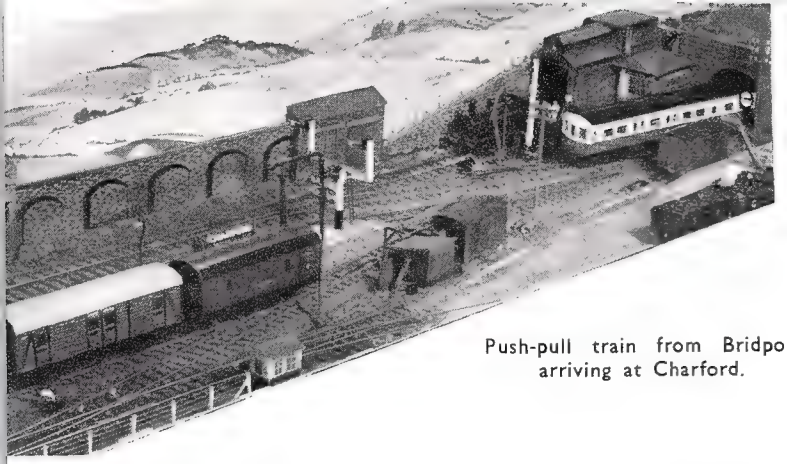
Sketch section across the switchboard, showing how the factories are used to disguise the control panel without incurring loss of siding space. Not to scale.

N.B. Power plug and socket not shown

Fig. 4.



Section across the junction of two "main line" bases. In use, these bases are brought together horizontally, so that the rail joiner will slide on to the adjacent section of track. Not to scale.



Push-pull train from Bridport arriving at Charford.

CHAOS AT CHARFORD

or

Don't tell them we've got a railway !

by John Charman

WHEN my wife and I entertain visitors to the caravan, there is bound to arise during the course of conversation the comment : " How wonderful! But really I don't know how you manage to live in such a small space! " Then, of course, my wife (bless her!) casually mentions that not only do we have full domestic facilities, but also a model railway.

At this bombshell there is silence for several seconds. After a while, one of the guests will say, " Oh, I love toy trains. Does your little boy have a set then ? "

I manage to force a sickly smile and say, " Oh, no. This is a *model* railway and it's mine. My little boy is only allowed to *look* at it as a special treat."

More silence. Then, " May we have a look at it, please? I love to see these things go round and round."

Another and even more sickly smile is forced and there is nothing left but to offer a demonstration. This offer is greeted with cries of delight, which are quickly subdued when I add " . . . and would you mind stepping into the kitchen while I get everything out ? "

I must explain here that there are seats for only three people when the Charford Branch is in use, and therefore a maximum of two visitors can watch at any one time while my wife and I do the operating (she supervising from the comfort of a chair while I sit on a footstool with the controller). Moreover, the layout cannot be assembled comfortably when more than two people are in the living room.

Having succeeded in shepherding our guests into the kitchen, eight minutes sees the layout unfolded from behind the curtain, with a varied assortment of rolling stock in position all ready to go.

The first reaction of anyone is always the same : " Oh, what a lovely little engine! " and a very much over-scale finger prods the " Schools " neatly off the track, displacing a telegraph pole, two passengers and a station lamp en route. Further sickly smiles (a little chillier this time) greet the muttered apologies. Almost always the next remark is, " Excuse me, but where do the trains run to ? " This question is answered with a lengthy and detailed explanation of the whys and wherefores of operating a model branch line. Several minutes are usefully wasted while this is going on. Even more time is occupied while the guests digest the explanations and relate them to the twelve-odd feet of railway spread before them. The time-wasting involved in all this is a great advantage in reducing the remaining time available for fingers which are by this time itching to get at the controller.

However, the moment must come when I have to say, " Would you like to have a go ? " and, with many misgivings, hand over control to an individual who in normal circumstances is a kind and gentle person, but with a two-inch-diameter knob in his hand becomes possessed by a fiendish determination to batter all rolling-stock and buildings, etc., to matchwood in the shortest possible time. (It is surprising what a dangerous missile an 0-6-0 tank loco can be in the hands of an amateur knob-twiddler.)

I try to maintain an even, calm voice and insist that shunting is carried on at a *maximum* scale speed of 40 m.p.h. so as to preserve some semblance of reality in the business! Strangely enough, things usually settle down after a while, and though it is impossible to run a timetable the guests seem to find a childish delight in shunting half-a-dozen wagons in the goods yard at speeds approaching scale proportions.

There is one thing to be said for an end-to-end layout only twelve feet long—it is impossible for anyone to produce one of those nightmare mixed trains (" just to see what she can pull, old boy! ") and to watch it go round and round quite aimlessly.

It might be thought that I dislike visitors as a whole, but nothing could be farther from the truth. It is a fact that one or two are apt to be hamfisted or only mildly interested, but I can bear with these people because occasionally someone appears who really shows an intelligent interest in our railway. Moreover, I know for a fact that our modest efforts have converted at least one " toy-train-set " merchant into an enthusiastic scale modeller.

So a final word to all you modellers who suffer from the sometimes misguided attentions of visitors—preserve your self-control and sense of humour. By this means you will overcome the sneers of unbelievers and probably recruit several people to the ranks of those who model railways.

PS. It is as well to arrange a secret code with the wife, so that when things do get too hectic for safety she will (given the cue) announce brightly : " Better pack up now, dear. Coffee and sandwiches are nearly ready."

Layouts for the Modeller—No. 86

THE RAILWAY IN A CUPBOARD

by C. J. Freezer

THE credit should undoubtedly go to Maurice Deane, for it was he who first showed me that you could get an authentic system into a really small space. There were his own layouts on a 6ft. 6in. square baseboard with extension, which were quite large when compared with Frank Colson's "railway in a pantry," which in its turn is gigantic compared with my own, which lives in the cupboard under the stairs. The secret is simple—it is in fact, no secret. Start with the smallest possible train, then plan a proportionate station to suit it, using the *largest* radii possible. Reverse trains "off stage," behind low-relief buildings or painted back scenes—don't try to hide them completely, for you don't notice them when you're working the line.

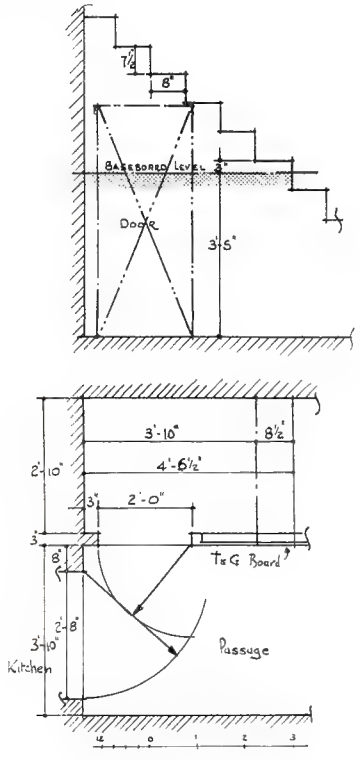


Fig. 1

Dimensional plan and elevation of the site occupied by Tregunna. This location is by no means unique: most houses can offer similar space, except that usually the kitchen and cupboard doors do not collide. Ours do, occasionally with painful results!

It so happened that our new flat had a normal-sized cupboard under the stairs, the only place in which a portable layout could be stored. Now I don't like portable layouts, they just don't suit my temperament I suppose, and as any portable system would have to go into the aforementioned cupboard I began to scheme how I could get a permanent station, with portable storage sidings, into the same space. Fig. 1 shows the area available (note particularly that the door from the kitchen opens across the passage, adding to the complications, as any erection across the passage blocks the gangway). I have given a section, for, in this particular site, the higher you go the less space you have, yet if you go too low you're unable to see what you're doing. My level was arbitrarily chosen by a gas pipe, which allowed a bare clearance between the baseboard and the lowest stair tread above.

Having decided on my maximum area, next came the problem of choosing the plan. Fortunately, one of my favourites, St. Ives, suited. Come to think of it, only St. Ives would fit, so it's just as well I like it! Due to lack of space, there isn't room for the viaduct, let alone the loco depot, so I stuck in the shed where shown, left it at that, and got down to baseboard design and construction.

When it came to laying out the plan full size (using templates and straight-edge), two things were immediately apparent—first, by setting all the throat points over at approximately ten degrees the platform curve would be eased, and second, there wasn't enough siding space for interesting shunting. Therefore out went the loco shed and in came the quay road and private siding for the Tregunna Engineering Works. So in Fig. 3 we have Tregunna as built. The scenic embellishments are dotted in: they won't be settled for some time yet, though several are made and only await fixing.

I've given the capacity of each siding in wagons or short bogie coaches; trains are limited to 24in. overall by the storage sidings. Given more space at some future date Tregunna can expand—two "pipe dream" extensions are shown in Figs. 4 and 5.

To introduce a domestic note, there is still room in the cupboard for the usual brushes, brooms, etc., the vacuum cleaner, polishing equipment, my wife's sewing machine, the ironing board, bags and baskets, my cine and still projectors, a cine screen, a tripod, my tool kit and materials, all our cases, the gas meter, an oil can for the convector heater, and a small work bench, together with the portable baseboard with the quay road and runrounds. Admittedly, you have to take the brooms, cleaner and ironing board out first, but even then I can get things going inside ten minutes.

One last point. You remember the baseboard fouled the door? Well, it's joined with hinges in the usual way, so all I do is remove the outer pin and swing it sideways, like a door!

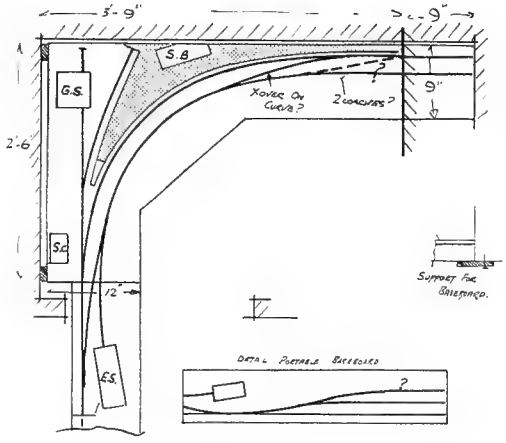


Fig. 2

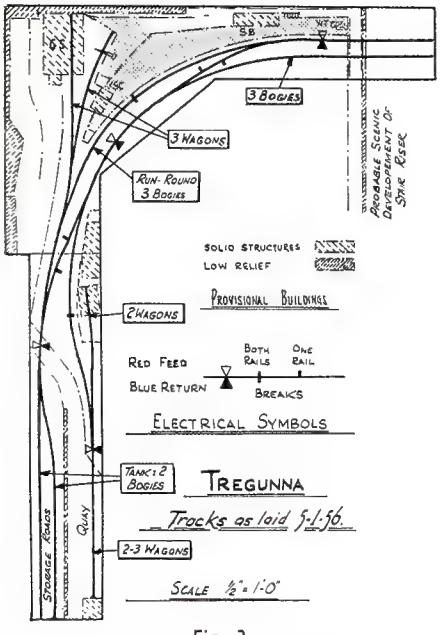


Fig. 3

The plan above has been copied from the final 1½in. scale design for Tregunna. The tracks have been drawn to scale, as have the baseboards, but to avoid errors the overall dimensions are given. These were then transferred to the baseboard drawing, from which the framework was made. With the baseboard complete, a new full-size drawing of the scheme was made on the baseboard surface, and modified as explained in the text. Most experienced workers agree that the full-size drawing above gives the full picture, particularly where, as in this case, space is restricted. Note how, in the final arrangement, the major portion of the platform is on a 36in. instead of a 24in. curve, and the blank, virtually useless space in front of the baseboard has been transferred behind, so that space for a small street is available, enhancing the scenic picture. Almost every building will lie behind the tracks, as I believe the railway should always hold the foreground. The exception, the Tregunna Engineering Works, will cover the lever frames, conveniently grouped by the baseboard joint.

For anyone interested who has a little more room, only the storage roads are really cramped. Another 1ft. 6in. in length and an extra road would be very welcome.

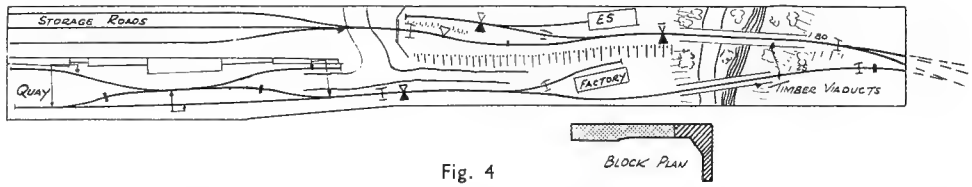


Fig. 4

If at some future date I were to get additional space, this would be my first choice for extension. The main line section apes St. Ives, though the viaduct must be a Brunel fan. The quayside branch crosses the wooded combe by another timber structure, this time a low pile viaduct, descending on a grade of 1 in 25—trains of two or three wagons are indicated. The track would be carefully laid with irregular sleepering and light-section rail.

The gradients have been introduced for two reasons, first and foremost because I like to drive trains over undulating lines; second because it adds to the scenic effect. A completely separate quay line would be most improbable were the tracks level.

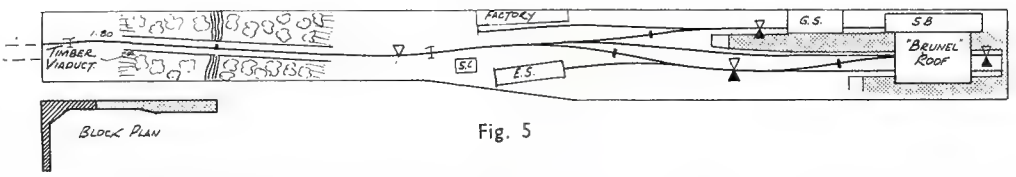
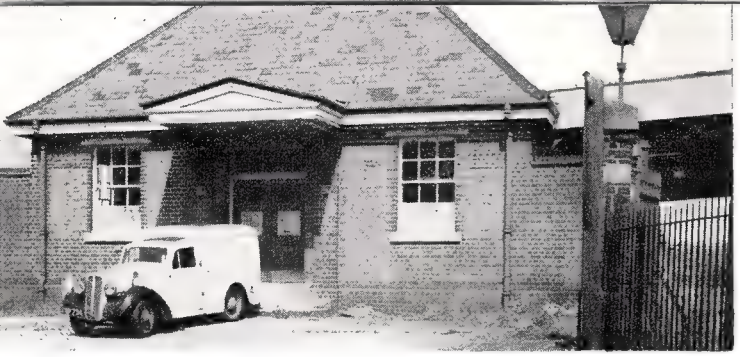


Fig. 5

An alternative extension, turning Tregunna into a through station (a continuous circuit is yet another possibility). Here the station copies Ashburton, although it is some two-thirds shorter in scale length. Once again a timber viaduct is incorporated; they are delightful models, and the Ratio kits take all the drudgery out of construction. Admittedly all West Country timber viaducts were rebuilt by the early thirties, but two remained in Wales up to the post-war period, and so are not complete anachronisms. In my own case, Tregunna's period is about 1908, so they are quite in order.

With plenty of space available, both extensions are possible, though the "Ashburton" extension would be more convenient if it formed the second leg of a "U," with a 36in. or larger-radius curve joining it to Tregunna. In this case two loco depots on one branch are clearly out of place. I would modify "Ashburton" by turning the loco shed into the goods shed, making the old goods road into a useful bay.

All main plans scale ½in. = 1ft. for "OO" gauge.



Rickmansworth station building. Platform at right.

Prototype of the Month

THE RICKMANSWORTH CROXLEY GREEN

THE Rickmansworth and Croxley Green branches of the L.N.W.R. are of interest in that they are typical single-line country branches, but with electric traction. Both start from a Y junction which gives access to Watford High Street and Watford Junction stations to the north and to Bushey and Oxhey station in the Euston direction. Track is double for a short way and there is a large car shed just before the line divides to form the two branches. Up to this point the line is fully signalled.

The Croxley spur curves away sharply westward and climbs through a wooded cutting to Watford West station, which has a single platform and a small station building in brick. From here the line descends slightly and crosses the canal to Croxley Green station, which is on a high embankment. The layout here is simple, consisting of the electrified platform road and a run-round loop. Due to lack of space the two goods sidings curve away sharply to the left. The points appear to have been controlled from the small ground-frame cabin at one time, but are now worked by levers at the points themselves. From the small station building a stairway runs down to the booking office at road level. This booking office is quite large by comparison with the rest of the station. All bridges and cuttings on the branch make provision for the laying of double track.

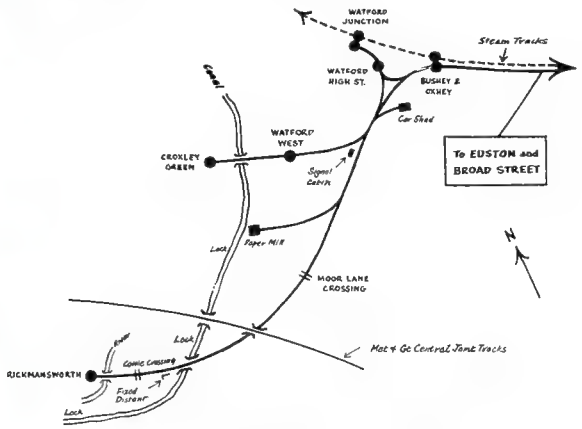
From the junction, the Rickmansworth branch continues southward and about half a mile farther on a spur leaves it and runs over to a paper mill on the bank of the canal. Near here is situated Moor Lane crossing, a small accommodation crossing which has a tiny brick-built hut covered with thick ivy through which the chimney protrudes; and no fewer than six notices, two warning against the live rail, three L.N.W. against trespassing, and one L.M.S. ditto.

Shortly after this the line swings westward and passes under the metals of the old Metropolitan and Great Central before crossing over the canal by means of a short bridge (again the abutments make provision for double track). A fixed distant signal stands at the beginning of a fairly sharp descent which carries the line into Rickmansworth station (this signal is the only one on the single-line sections of both branches).

The layout at Rickmansworth consists of the electrified platform road and a run-round loop, which swings out to provide room for a lever frame between the two tracks. The platform road has a small sand-drag at the dead end. The loop is extended far enough to allow wagons to be drawn from the timber yard sidings; but these sidings are now dismantled, although the points remain, as shown on the plan.

The station buildings are of brick and are at present used by a clothing manufacturer. The goods yard is behind the station and has a creosoted goods shed with cream-painted doors and a roof projecting out to cover motor vehicles. A large earth mound about eight feet high does duty as buffers. There are also an end loading ramp, some coal staithes, and, facing the road, three brick-built coal order offices.

Rickmansworth goods shed.

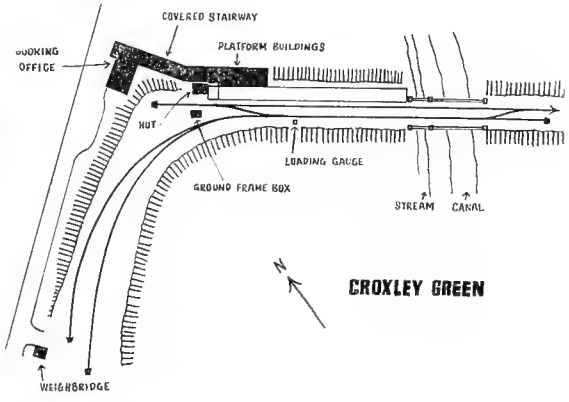


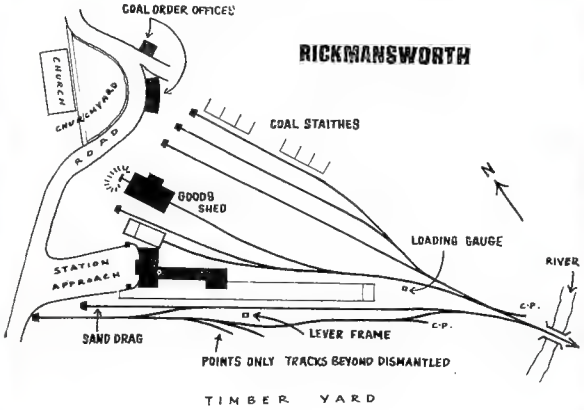
Sketch plan of the systems.

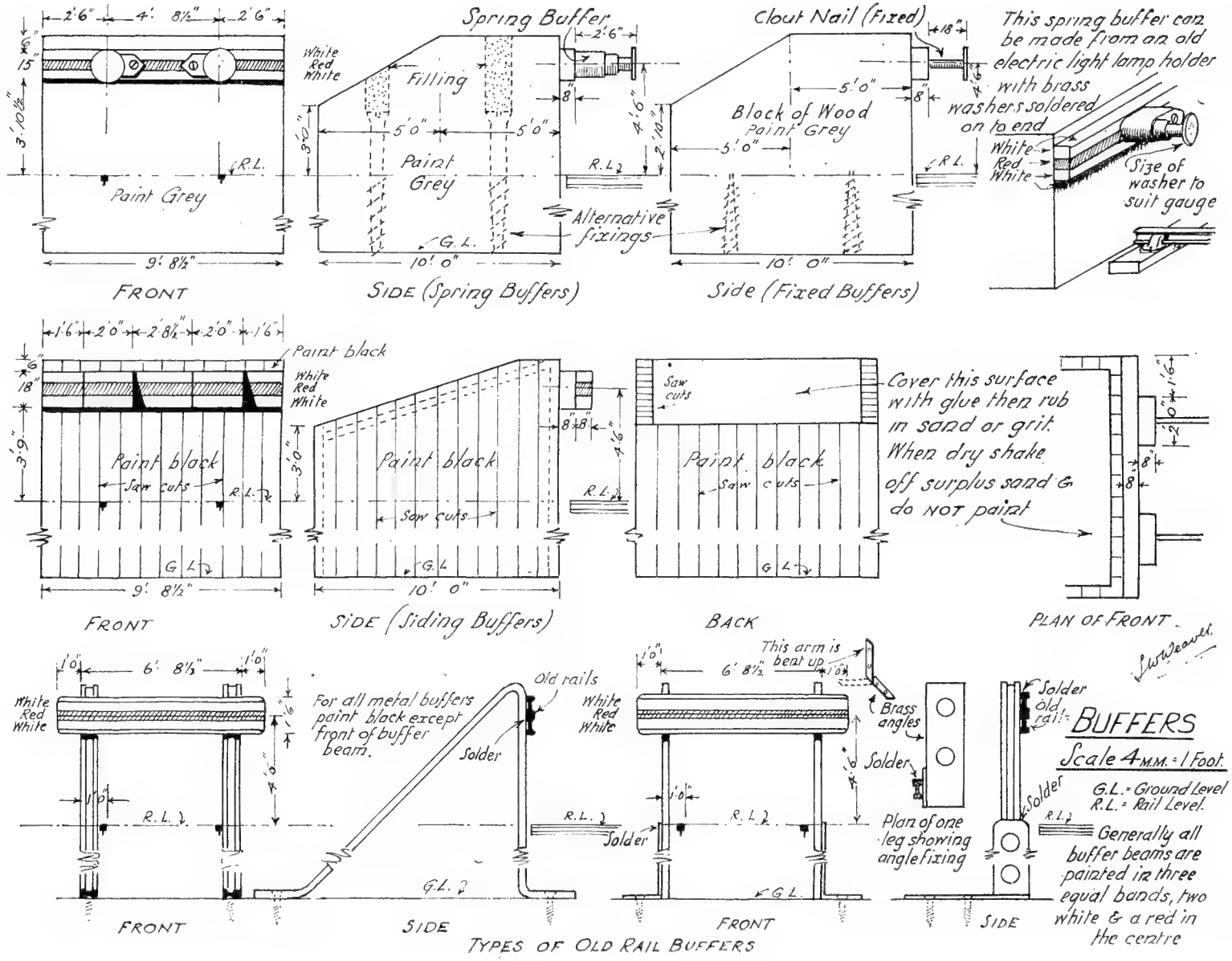
AND BRANCHES

by J. A. Nixon

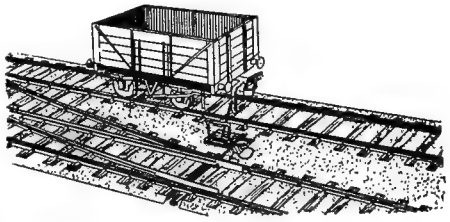
Croxley Green. Top: booking office and entrance hall at road level. Centre and bottom: views along platform.





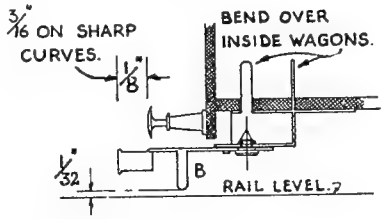

Spring Buffer
Clout Nail (Fixed)
This spring buffer can be made from an old electric light lamp holder with brass washers soldered on to end
Size of washer to suit gauge
White Red White
Filling
Paint Grey
Alternative fixings
Block of Wood
Paint Grey
R.L.
G.L.
FRONT
SIDE (Spring Buffers)
Side (Fixed Buffers)
Paint black
Saw cuts
Cover this surface with glue then rub in sand or grit. When dry shake off surplus sand & do NOT paint
SIDE (Siding Buffers)
BACK
PLAN OF FRONT
For all metal buffers paint black except front of buffer beam.
Old rails
Solder
This arm is beat up
Brass angles
Plan of one leg showing angle fixing
BUFFERS
Scale 4 M.M. = 1 Foot.
G.L. = Ground Level
R.L. = Rail Level.
Generally all buffer beams are painted in three equal bands, two white & a red in the centre
TYPES OF OLD RAIL BUFFERS

Peco Topics



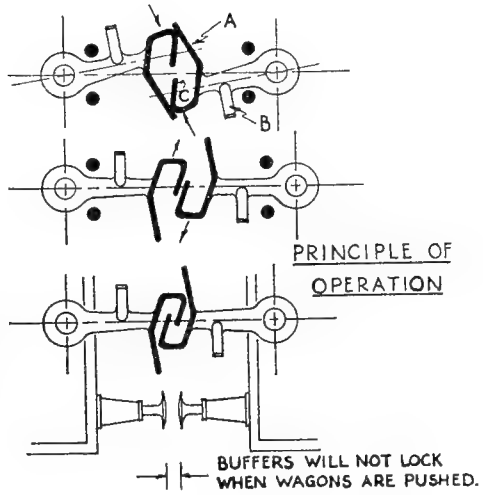
MAINTAINING THE PECO-SIMPLEX AUTO-COUPLER

THE Peco-Simplex Auto-coupler is a robust, reliable piece of equipment, which will give excellent service indefinitely with the minimum of attention. Nevertheless, a modicum of maintenance will ensure that the coupling remains at all times at maximum efficiency. It should be free to move sideways, without undue vertical play, and should thus be sparingly lubricated with light oil at the pivot and on the vertical faces which slide over one another when coupling. At the same time, the hook should be checked to see that it has not been forced out of shape or alignment, perhaps caused by the vehicle running at high speed into a fixed buffer-stop. The dimensions given in Fig. 1. are most important, particularly the $\frac{1}{32}$in. clearance between the rail and striker B, and must be maintained, also the correct shape of the arm A and hook C. Unless this is so, operation will be uncertain.



FITTING TO WAGONS.

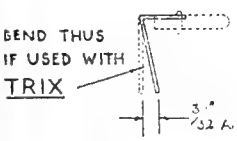
The coupling operates by a sideways movement. The extended arm A and hook C (Fig. 2 top) ensure that the coupling is self-aligning, without the use of springs or other additional devices. Note that the stops incorporated in the mounting bracket are essential if this action is to take place, for although the coupling is so proportioned that it will couple correctly even when the hooks are considerably out of line, there is obviously a limit to the tolerance in this direction. The diagrams show the sequence of movements for both coupling and uncoupling. When the train is being pushed, the coupling takes the entire load, and the buffers do not come into contact, thus buffer-locking cannot take place.

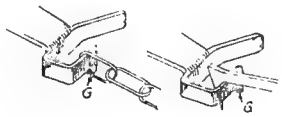


For automatic uncoupling, the Peco-Simplex decoupling units should be used. These force apart the striker B, thus releasing the hooks C; whereupon the vehicles may be drawn apart. The couplings do not interlock, so that, if desired, manual uncoupling can be carried out immediately anywhere on the layout by just slightly lifting the end of the vehicle and drawing apart. As the coupling only engages horizontally, any vehicle may be removed from the train for inspection or maintenance without first having to uncouple it!

Hornby Dublo and Trix stock is fitted with a coupling of similar design, and the Peco-Simplex may thus be used when constructing new vehicles to run on these proprietary systems, or equally Dublo and Trix stock, when fitted with Peco scale wheels, may be run on scale layouts. Owing to the smaller back-to-back dimensions of Trix wheels, the striker B should be bent approximately $\frac{3}{32}$in. inwards as shown in Fig. 3 when used on this system.

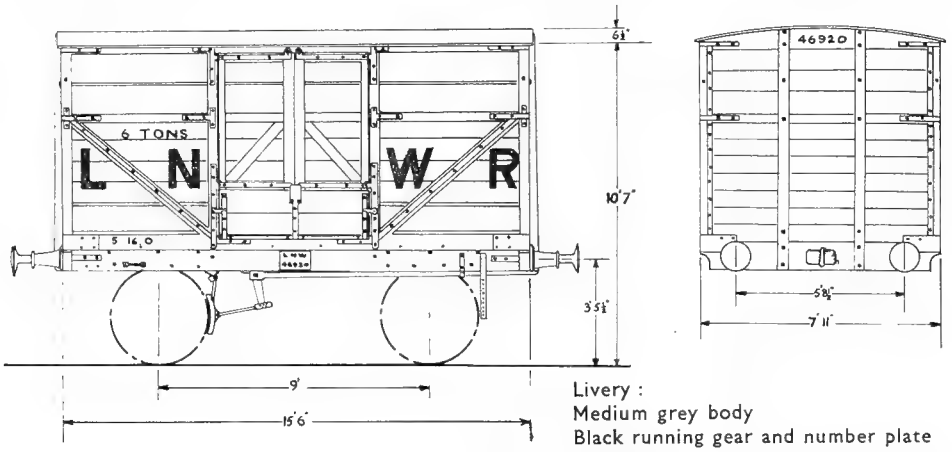
The Peco-Simplex Auto-coupler can be manually coupled to three-link and hook-type couplings (such as the Tri-ang type), as shown in Fig. 4. The small projections G retain the link or hook in position. Automatic coupling and uncoupling is, however, not possible when two dissimilar couplings are being used together in this fashion.





COUPLING TO THREE LINK OR HOOK TYPES.

L.N.W.R. SIX-TON CATTLE WAGON



Livery :
Medium grey body
Black running gear and number plate
White roof

Drawing 4mm. scale. By M. E. M. Lloyd.

These wagons were built in the nineties (the date on the British Railways drawing is 1895) and were the smallest of the L.N.W.R.'s several varieties of cattle vans.

Previous to about 1908 the vans carried two solid white diamonds instead of L.N.W.R.

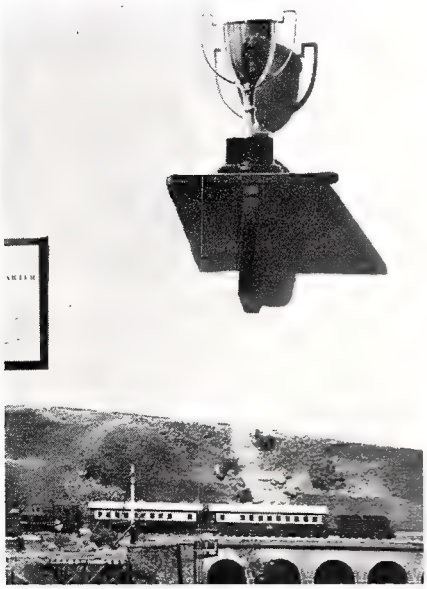
Screw couplings were fitted.

The following dimensions not shown on the drawing may be of interest to the intending modeller:

Solebars 11in. x 4½in. Distance between solebars 5ft. 11¼in.
Buffer beams 11ft. x 4½in.
The sheeting is set 1½in. behind the diagonal framing.

All " Railway Modeller " drawings may be photostated to any scale for non-commercial use.

P. D. HANCOCK DOES IT AGAIN



The 1955 R.M. Cup in its home above the C.M.R.

1955 RAILWAY MODELLER *Cup awarded to " Developments on the C.M.R."*

For the second year in succession, the RAILWAY MODELLER Cup has been won by P. D. Hancock. An overwhelming vote put " Developments on the C.M.R." into first place.

The 1955 " Ten Best "

1. " Developments on the C.M.R.", by P. D. Hancock.
2. " The Charford Branch," by John Charman.
3. " Old Mill Farm," by Charles Oates.
4. " Developments on the North Devonshire," by K. Northwood.
5. " On Starting and Developing a Model Railway," by N. S. Eagles.
6. " Creating Atmosphere," by C. H. Wehrli and A. C. Millen.
7. " It Keeps Falling Off ! " by P. E. Barnes.
8. " The Tale of a Diesel," by P. D. Hancock.
9. " Rye and Camber," by M. E. J. Deane.
10. " Excursion Workings," by N. E. Eagles.

No reader gave the exact placings on his voting form ; the prizes were therefore awarded to the three contestants whose entries were nearest to the list above.

1st Prize, £3 3s.: L. Hoften, Manchester.
2nd Prize, £2 2s.: John A. N. Emslie, Glasgow.
3rd Prize, £1 1s.: J. M. Pearson, Birmingham.

CLUB NOTICE BOARD

featuring popular personalities and society news

Personality Parade No. 51

F. W. S. Shaw

Manchester M.R.S.
Merseyside M.R.S.

Frank Shaw's interest in railways, full size and miniature, has never waned since he received an "O" gauge toy train and circle of track as a Christmas present in 1904.

This, of course, had a spring drive, and he is still using this motive power, but his present stud numbers some thirty locos, including many vintage and museum pieces, mainly L. & N.W. and L.M.S. railway types, these being the lines in which his chief interest has always been.

In 1923 he founded and was the first secretary of the Liverpool and District Model Railway Society, which after a flourishing start and a most successful exhibition just quietly lay down and died, for no apparent reason.

He is a very active member of the Merseyside Model Railway Society and a country member of Manchester M.R.S., and has just resigned the position of chairman of Merseyside after holding office for two years, but is now a vice-chairman and still a committee member.

His chief interest is the construction of goods stock, mainly private owner wagons, and of recent years pre-group stock, of which he has already built about forty pieces. Contributions to the model press have appeared under the pen name of Birkonian.

NOTES AND NEWS

Copy for these columns must be received five weeks before publication.

PROPOSED BARNSLEY AND DISTRICT MODEL RAILWAY SOCIETY

After a meeting of a few enthusiasts, it was decided that a society be formed in this area to further the hobby of small-scale railway modelling. All interested should contact Mr. H. L. Smith, 46 Shaftesbury Street, Stairfoot, Barnsley, Yorks.

FARNBOROUGH MODEL RAILWAY CLUB

Following the recent annual general meeting, the following officers were re-elected for the coming year: chairman, N. Searle; hon. secretary, D. L. Jenkins; hon. treasurer, A. Attewell; "OO" group leader, Ken. Wath; "O" group leader, T. Hughes.

A great many improvements have been made to the club house in St. Christopher's Road, and good progress has been made on the 4mm. two-rail layout, but owing to the small number in the 7mm. group their layout is taking longer to complete. Running is possible on both layouts.

Meetings take place every Monday and Thursday evening at 7.30 p.m. Hon. secretary, Mr. D. L. Jenkins, 16 Hurst Road, Hawley Estate, Farnborough, Hants.

HARLINGTON LOCOMOTIVE SOCIETY

The tenth annual general meeting was held on January 12, 1956.

After the general review of the work done in the past twelve months, the chairman expressed his satisfaction at the very sound position of the society, also that it owned one of the largest outdoor 3½in. and 5in. gauge railways in the south of England, which was due to the hard work done by those responsible for construction, etc., and those who have built and are building locomotives.

Officers duly elected for 1956 were: chairman, S. R. Smith; secretary, P. Wake; treasurer, J. Dalton; track superintendent, P. Tarrant.

NORTHOLT MODEL RAILWAY CLUB

Considerable progress has been made on the club's stud contact layout, electrical operation of remote points and control from the central signal box having now been achieved.

The club's two-rail enthusiasts have also advanced, having laid track which is waiting test. "O" gauge activity is also enthusiastic, baseboards being made for the new portable layout.

The club welcomes all new members on club nights, Wednesday and Friday of each week. Inquiries to hon. secretary, Mr. R. G. Turner, 5 Craven Avenue, Southall, Middlesex (tel. SOUthall 4265).

THE CROWBOROUGH AND DISTRICT MODEL RAILWAY CLUB

At the November meeting of the above club Mr. E. Paige was again elected chairman, Mr. Filtness treasurer and Mrs. Killick secretary. Mr. French and Mr. Norris were elected committee members.

The accounts for the year were approved and accepted.

Meetings are at present held in the Parker Memorial Hall, Croft Road, Crowborough, but the desirability of finding fresh headquarters was discussed, as the hall is very damp, and the layout is suffering from the effects of this.

There is a possibility of transferring to premises still in Croft Road, but nearer the village.

Meetings are held on the first and third Fridays of each month, and anyone interested will be warmly welcomed. Any further details can be obtained from the secretary at Postern Cottage, Croft Road, Crowborough.

ALFRETON MINIATURE RAILWAY CLUB

The club has now been in existence for a year and has made a satisfactory beginning. Interest lies mainly in 4mm. scale modelling, although live steam is also represented.

Although only a small club in number, all members are very keen and active. The club does not possess any premises of its own, so no layout is possible yet.

The club would welcome any keen modellers in the Alfreton (Derbyshire) district, and anybody interested is asked to contact the hon. secretary, Mr. J. R. Botham, Lonsdale, Pennine Avenue, Riddings, Derby.

MARCH MEETINGS

BOLTON MODEL RAILWAY CIRCLE
7 At 70 Lonsdale Road, Bolton.

FARNBOROUGH MODEL RAILWAY CLUB
7 Visit to Thorneycroft's motor works.
17 Visit to Woking signal box.
24 Visit to Basingstoke S.R. loco sheds.

FYLDE MODEL RAILWAY CLUB
7 Mr. F. Bishop, 307 Central Drive Blackpool.

HISTORICAL MODEL RAILWAY SOCIETY
5 "The North Staffs Railway," by Mr. C. A. Moreton.

HODDESDON AND DISTRICT MODEL RAILWAY SOCIETY
7 T.V. suppression and its problems (G.P.O.).
21 Rolling stock and its construction.

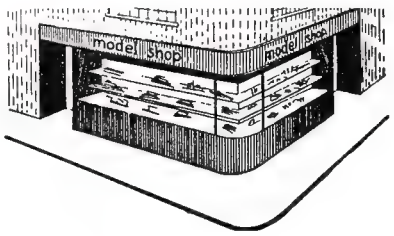
HULL MINIATURE RAILWAY SOCIETY
1 Track night.
8 Design of plate girder bridges (a paper by Mr. R. Dally).
15 The society's annual exhibition.
22 Track night.
29 The summer session, at which the summer programme is decided.

MODEL RAILWAY CLUB
1 Track night, G.W.R.
15 Lecture, "More About the Luton and Dunstable Branch," by Mr. T. M. Wilson. At Caxton Hall, S.W.1.
22 Track night, L.M.S.
29 Collection of models, etc.

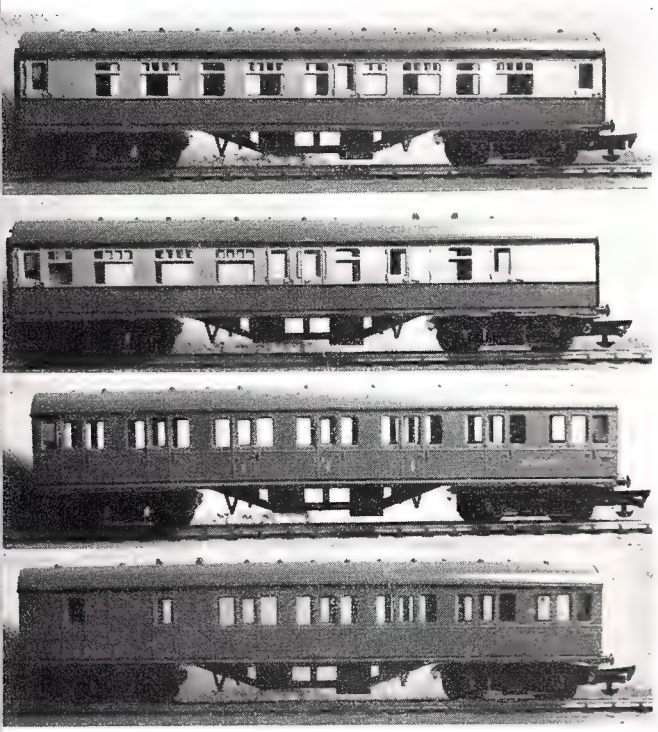
WIMBLEDON MODEL RAILWAY CLUB
14 Hints and tips.
28 Construction of underframes, by Mr. M. Longridge.

TRADE WINDOW

News and Views of Trade Interest



NEW TRI-ANG COACHES



The new Tri-ang coaches.
From top to bottom: main line compo, main line brake 3rd, suburban compo, suburban brake 3rd.

The latest Tri-ang coaches exhibit several interesting new features. The bodies are moulded in polystyrene, with raised door detail, the roofs being removable, permitting the modeller to add internal detail if he so desires. The bogies are neat mouldings and are close copies of the new 8ft. 6in. W.B. British Railways standard pattern. Except for buffers, couplings and axles, all parts are neat plastic mouldings.

Four types of coaches are available, main line and suburban brake and composite coaches. Roof details on the brake roofs include periscopes. Our illustrations show the general appearance of these vehicles. The coaches are finished in the latest B.R. liveries. All vehicles have a body length of 215mm.

The wheels and couplings are, of course, to Tri-ang standards, but we see no inherent difficulty in fitting any other pattern to enable these coaches to run on any "OO" gauge railway. At the modest price of 8s. 9d. for the suburban coach and 9s. 3d. for the main line coach they represent good value.

Tri-ang have also introduced several new locomotives, which we hope to review in an early issue.

EAMES CONVERSIONS

Messrs. Eames, of Reading, announce the following prices for conversion of the new Tri-ang 2-6-2 tank:

To scale two-rail, 12s. 6d.; to Hornby Dublo, 27s. 6d.; to universal three-rail, 16s. 6d.; to Everymans, 28s. 6d.; to scale outside third-rail, 24s.; to type B two-rail, 59s.; to type C two-rail, 68s. Extras: for fitting Peco-Simplex couplers, 9s.; five-pole motor, 27s. 6d.; 40:1 gears, 6s. 6d.; three-link couplings, 3s.; screw coupling, 6s. 6d.

NEW LOCO BUFFER

A new turned brass parallel body locomotive buffer, fitted with a 10 B.A. shank, has been introduced by Messrs. Eames, of Reading. The samples submitted for review were cleanly finished. The price is one shilling per set of four.

BOOK REVIEWS

TRACCIATI E PLASTICI. Ranio Lobita. (*Italmodel*. 600 lira.)

Although this book is published in Italian by our contemporary *Italmodel*, it is, despite language difficulties, of interest to the British enthusiast, consisting as it does of layout plans and illustrations. The book describes the general principles adopted in constructing a layout, particular emphasis being given to equipment of Italian origin.

A PICTORIAL HISTORY OF RAILWAYS (*Sunday Dispatch*, 2s.).

This large publication—forty-eight 16in. × 12in. pages—represents excellent value for money. The many illustrations, excellently reproduced in photogravure, are well chosen and the accompanying text includes detailed accounts, taken from contemporary sources, of the opening ceremonies of the Stockton and Darlington and the Liverpool and Manchester Railways. Unfortunately many of the extracts in the anthology contain no reference to their source. This is perhaps criticizing a popular account as if it were a serious history, but may serve as an indication of our reaction to this book. We can thoroughly recommend this extraordinarily cheap publication.

READERS' LETTERS

This space is reserved for the free exchange of readers' ideas and opinions

"A. ANDRIEV"

The enclosed photograph may be of some interest to your readers. It was taken by E. C. Griffith, of Farnham, of a model constructed by myself.

The locomotive, which is to a scale of 1.5 mm. to the foot, is a replica of the celebrated Russian 4-14-4 locomotive named "A. Andriev," and was

built from a drawing in the February 1936 *Railway Magazine*. About ten months were spent on construction. The model is non-working. It is numbered 50 in my locomotive series.

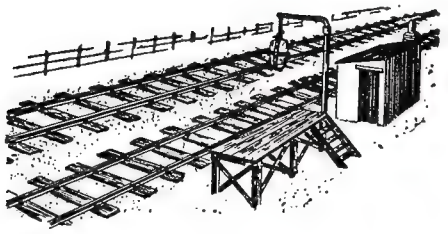
You may be familiar with the products of Micromodels Ltd., of London. I have made up all their locomotives, and several, such as Number 50 above, to my own design. The great advantage of such small models is that storage becomes easy : most of mine are in a Christmas cracker box. Fifty is by no means the highest number : that (at the time of writing) is Number 114, my design of a free-lance G.W.R.-style 4-8-0 express passenger locomotive. Recent ventures include a Lithuanian narrow-gauge 0-10-0, a Listowel & Ballybunion mono-rail locomotive, the 0-4-2T "Gazelle," and an S.R. "Leader."

If there is sufficient interest, I will describe a working (yes, working) layout which I am building. If any of the "no room for a layout" brigade cannot afford 3ft. 9in. by 6in. for a layout which includes two standard-gauge lines, an industrial line and a narrow-gauge quarry railway complete with quarry, either they live (all of them) in a phone box or they're just not trying!

Camberley. A. J. PIKE.

CURVED PLATFORM

With reference to the article on making curved platforms, by Mr. P. E. Barnes (January), I think this gentleman and others engaged on the same type of construction will find, as I have, that the best finish of all for an asphalt platform surface is obtained by covering the area with a fine grade of emery cloth or emery paper. If this is carried close up to the platform edge, and the latter finished off



with a strip of thin card scribed to represent the usual concrete slabs and then tinted, the final effect is well-nigh perfect—even to the familiar "glint" on the asphalt!

North Weald. A. G. THOMAS.

MODEL RAILWAYS AND STAMPS

On July 28 the Rumanian postal authorities issued three postage stamps to commemorate the fifth anniversary of the "Pioneers" (the Soviet version of the Boy Scouts) ; the ten-bani value shows some boys enjoying the thrills of working a model railway.

I bring this to your notice since this is the first time, to the best of my knowledge as a stamp collector and model railway enthusiast, that the latter hobby has ever been depicted, honoured or referred to on a postage stamp.

Temperley, Argentina. D. MURISON.

TWO-RAIL HINTS

While having a preliminary skirmish with my new two-rail version of the South Wessex Railway (R.M., June 1953), of which more anon, two facts came to light which may interest other modellers who may be contemplating a change over to two-rail.

The first is that the well-known Tri-ang 0-6-0 tank can be adapted to run on scale flat-bottom track by the simple expedient of easing out the wheels on one side until the correct scale back-to-back measurement is obtained. This can be done by carefully inserting a small screwdriver between wheels and chassis and twisting the blade sideways. It is not actually essential to move the centre wheels, as these are of course flangeless, but no doubt it makes life easier for the coupling rods. After this operation the little loco will perform beautifully and take scale turnouts without the slightest hesitation.

Second, fortunate possessors of that mechanical marvel known as the Zenith motor bogie will find that the conversion of this mechanism can be effected in a few minutes, by pulling off the wheels on one side (a steady pull with good gripping pliers) and replacing them with two wheels from a Nucro coach axle. These wheels are bushed at the centre, and are a perfect press-on fit for the Zenith axles in the bogies ; a slight smear of glue on the axle makes things doubly secure. Afterwards a normal two-rail pick-up completes the job. It is noteworthy that the bushes in the Nucro wheels are themselves a very tight fit, and will stand quite a lot of abuse without showing signs of coming adrift.

North Weald. A. G. THOMAS.

CAMBRIAN GOODS STOCK

The colour of an eight-ton dropside Cambrian wagon made to the drawings published in last August's MODELLER and exhibited at Manchester last December caused considerable comment.

I had painted it green, and several of those present questioned me about the colour and expressed doubt about its accuracy.

I am quite sure that both green and grey were used on goods rolling stock by the Cambrian Railways and I travelled on the line quite frequently. For many years I had a Cambrian double-bolster timber wagon which I made from details taken at Oswestry in 1915.

This wagon was green and lettered in full "Cambrian Railways" with the feathers on the solebar.

It would be interesting to clear this point up while there are still plenty of people about who can probably recall the old Cambrian better than I can.

At the same time I feel reasonably sure of my facts and have no doubt whatever about the timber wagon, which was quite definitely green and not long out of the paint shops.

Birkenhead. FRANK SHAW.

RIGHT OR WRONG PUBLICITY?

Many a time and oft have members of our hobby bemoaned the "ignorance" of the general public and officialdom alike in classing our hobby and its productions with the nursery and its toy "puff-puffs"; with consequent reflections on mental development.

But to what extent are we ourselves as a body responsible, in part at least, for this outlook on the part of the "non-cognoscenti" and others of the non-modelling plebs?

Just look at the average photo of the average model railway exhibition and ask yourself: "What impression will this give to any outside observer?" In nearly every case the photos, even in the technical modelling press—who, heaven kens, should ken better—show every stage of human growth from puling babe in arms to gawky lower fourth rugger forward gazing in muddled awe at the display, often as not, regardless of age, with digit in mouth. At least three of such nursery-rhyme illustrations have adorned the covers of model magazines this last year. Granted we want to interest the rising generation, but let us do so in the proper place and time and see that our publicity is to scale with the undoubted stature of our hobby.

Much can be done about this by club officials, and they would do well to remember that the organizing body for any public show has the right to control the taking of photographs and hence the publication of unsuitable publicity either by press or radio or television. The Gauge "1" Society showed level-headed courage in the stand they took recently on the manner of showing models on television.

A good resolution for model exhibitions for 1956: "No kids in our photographs."

Edinburgh. "NESTOR."

BOOK REVIEW

THE IRISH RAILFAN'S NEWS. (Published quarterly by L. Hyland, 40 Old Finglas Road, Glasnevin, Dublin, Eire. Annual subscription 2s. 6d.)

This typewritten mimeographed magazine fills a definite need in railway journalism. Irish railway matters do tend to be overlooked in the British prototype press, yet there are many items of considerable interest on the C.I.E., G.N.R. (I.) and U.T.A., not the least of which is the revitalizing brought about by diesel traction. We were delighted to see from the current issue of the *Irish Railfan's News* that not only have some branches been saved, but closed lines are being reopened.

Each issue contains a series of news items, clearly sub-titled, an informative editorial and a feature article on some aspect of Irish practice. Anyone wishing to keep track of new developments in Ireland—and the C.I.E. is among the most progressive of railways—is advised to subscribe to this inexpensive magazine.

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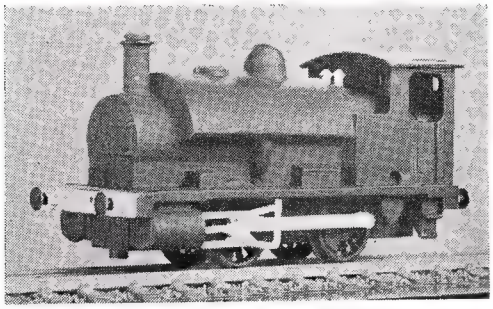

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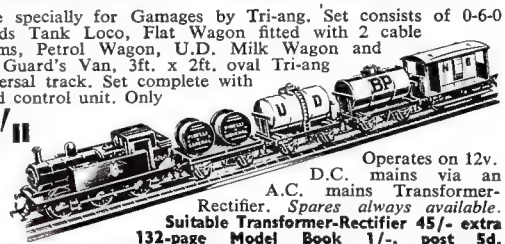

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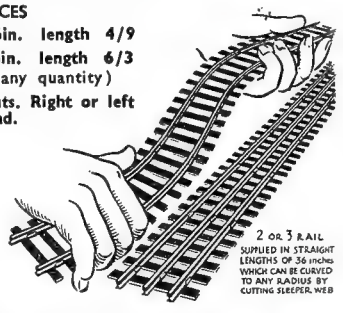

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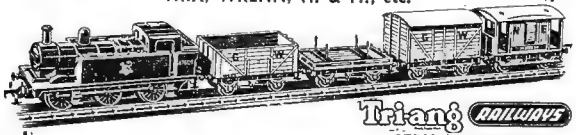

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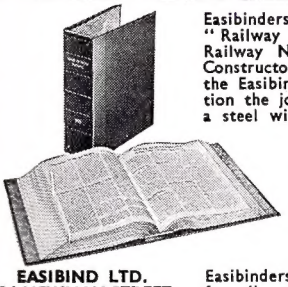

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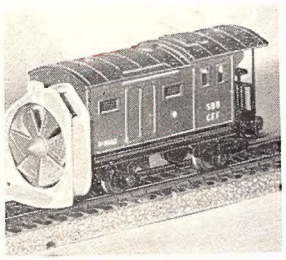

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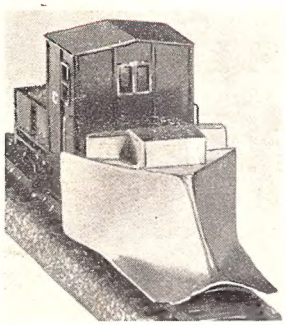

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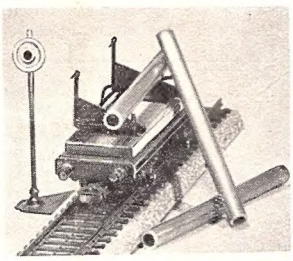

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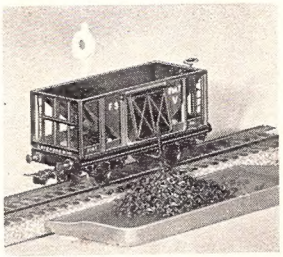

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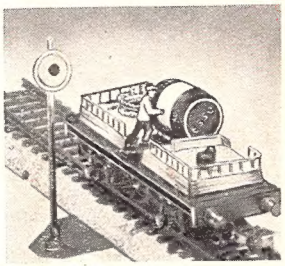

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